### 2001

# Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates Where available

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the  $30^{th}$  highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

				Ca	ampbell	County M	laintenand								
Route	Length	AADT	QA	4Tire	Bus	24.4-	Tru		OT==:1	QC	Design	QK	AAWDT	QW	Year
Campbell County							3+Axle	ı ı ralı	2Trail		Hour				
	2.00	200	-	From:		Bedford Cou		20/	00/		40	_	200	_	2004
24	2.06	380	F	92%	1%	3%	2%	2%	0%	С	40	F	380	F	2001
	6.68	1300	F	From: 92%	1%	5-811 Near 3%	Evington 2%	2%	0%	F	120	F	1300	F	2001
24)	0.00	1300	Г	92%	170			2%	U% —	Г	120	Г	1300	Г	2001
	4.32	2800	F	From:	1%	US 2 8%	9 1%	4%	0%	С	240	F	2800	F	2001
24	4.32	2000	Г	00%				470	U%	C	240	г	2000	Г	2001
	0.92	9800	F	96%	0%	5 501 SW o 2%	f Rustburg 0%	2%	0%	F	860	F	9800	F	2001
24 501	0.92	3000	-	90 /6				2 /0	7	-	800		9000	Г	2001
	6.38	3900	F	From: 91%	0%	3% 3%		5%	0%	F	360	F	3900	F	2001
24	0.30	3900	Г	91%	0%		1%	3%	U%	Г	300	Г	3900	Г	2001
	2.40	2000		From:	00/	15-65		<b>5</b> 0/	-00/		040		2000		2004
24)	3.16	2900	F	91%	0%	3%	1%	5%	0%	С	240	F	2900	F	2001
$\overline{}$				From:		W US			J				.=		
24 (460)	0.11	15000	N	93% To:	0%	2%	1%	4%	¬ <sup>0%</sup>	N	1400	N	15000	N	2001
<u> </u>						pomattox C			<u> </u>						
(20)	0.72	11000	F	78%	Pit 1%	tsylvania C 3%	ounty Line 1%	17%	 1%	F	830	F	11000	F	2001
29	0.72	11000	Г	70%	170			1770	170	Г	630	Г	11000	Г	2001
~	0.04	40000		From:	40/	SR 4		470/	10/		4400		40000		0004
29	3.64	13000	F	78%	1%	3%	1%	17%	1%	F	1100	F	12000	F	2001
				From:		29 Bus N o			<del></del>					_	
29	4.24	18000	F	91%	0%	2%	1%	5%	0%	F	1400	F	18000	F	2001
				From:		15-69									
29	4.99	19000	F	91%	0%	2%	1%	5%	0%	F	1500	F	19000	F	2001
				To: From:		SR 2	4								
29	4.58	19000	F	91%	0%	2%	1%	5%	0%	F	1600	F	19000	F	2001
				To: From:		15-73	38		<b>—</b>						
29	1.94	26000	В	91%	0%	2%	1%	5%	0%	Α	2400	В	26000	В	2001
$\hookrightarrow$				To: From:	US 4	160 South o	f Lynchburg	<u> </u>	Т——						
29)	0.21	27000	F	91%	0%	2%	1%	5%	0%	F	2100	F	27000	F	2001
<del>*</del>				To:		SCL Lync	chburg								
City of Lynchburg															
				From:		SCL Lync									
29 Wards Road	1.74	37000	F	91%	0%	2%	1%	5%	<b>-</b> 0%	F	2900	F	37000	F	2001
~				To: From:		Lynchbur Wards			+						
29 Lynchburg Expresswa	1.71	43000	F	91%	0%	2%	1%	5%	0%	F	4000	F	43000	F	2001
-				To:	-	Odd Fello		-							
29 Lynchburg Expresswa	1.46	42000	F	From: 91%	0%	2%	1%	5%	0%	F	4000	F	42000	F	2001
23) Lynonburg Expresswa	0	.2000	•	To: 10	U /U			J /0	7	•	,000	•	.2000	•	2001
29 Lynchburg Expresswa	1.02	42000	F	From: 91%	0%	Kemper 3	Street 1%	5%	0%	F	4000	F	42000	F	2001
Lynchburg Expresswa	1.02	72000		31/0	U /0			J /0	7	'	7000	1.	72000	'	2001
29 Lynchburg Expresswa	0.22	33000	F	From:	0%	Main St	treet 1%	5%	0%	F	3000	F	33000		2001
Lynchburg Expresswa	0.22	32000		91% To:		2% Amherst Cou		5%	7	Г	3000	г	33000	F	200 T
							y Line								
Fown of Hurt Bus				From:	Pit	tsylvania C	ounty Line								
29 Main Street	0.03	8200	F	96%	0%	2%	0%	1%	0%	С	730	F	8200	F	2001
$\stackrel{\cdot}{\smile}$				To:		SCL Alta	avista								
Town of Altavista															
Bus				From:		NCL H									
(29) Main Street	0.29	8200	N	96%	0%	2%	0%	1%	0%	N	730	N	8200	N	2001
Rue				To: From:	S	SR 43; Bedf	ford Ave		]—						
Bus 29 Main Street	0.34	11000	F	96%	0%	2%	0%	1%	0%	F	990	F	11000	F	2001
23)	3.0 1		-	To:	J,0	Pittsylvan		.,0	7	•	200	•		•	
						,			-						

Route	Length	AADT	QA	4Tire	Bus					QC	Design	OK	AAWDT	OW	Year
Town of Altavista	Longar	, , , , ,	٠,٠	11110	Duo	2Axle	3+Axle	1Trail	2Trail	u.o	Hour	Q, (	70.000	٠.,	ı oai
Bus				From:		Pittsylvani									
29 Main Street	0.30	16000	F	96%	0%	2%	0%	1%	0%	F	1300	F	16000	F	2001
Bus				To: From:		Amherst	Ave		<u> </u>						
Bus 29 Main Street	0.49	14000	F	96%	0%	1%	1%	2%	0%	F	1100	F	14000	F	2001
Bus				To: From:		Wood I	La		]						
29 Main Street	0.64	12000	F	96%	0%	1%	1%	2%	0%	С	1000	F	12000	F	2001
~				To: From:		Lynch Mi	ll Rd		]						
Bus 29 Main Street	1.36	8500	F	96%	0%	1%	1%	2%	0%	F	710	F	8400	F	2001
29)				To:		NCL Alta									
Campbell County				-											
Bus	0.17	8500	F	96%	0%	NCL Alta	vista 1%	2%	<b>」</b> 0%	F	710	F	8400	F	2001
29)	0.17	6500	Г	70:	076	US 29, 15		Z-70	7	Г	710	Г	0400	Г	2001
ity of Lynchburg															
Bus				From:		US 29; US									
29 Wards Road	0.34	17000	F	98%	0%	1%	0%	0%	0%	F	1500	F	17000	F	2001
Bus				To: From:	SI	R 128 Candle	er Mtn Rd		]						
29 Wards Road	0.42	24000	F	98%	0%	1%	0%	0%	0%	F	2200	F	25000	F	2001
~				To: From:	US	460 Bus, Fo									
Bus 29 Fort Ave	1.19	23000	F	98%	0%	Wards 1	0%	0%	0%	С	2100	F	24000	F	2001
29) 1 011710	1.10	20000	•	To:	070	Memorial		070	7 ~~	Ü	2100	•	24000	•	2001
Bus				From:		Fort A									
29 Memorial Ave	0.60	10000	F	95%	1%	2%	0%	1%	0%	С	910	F	11000	F	2001
Bus				From:		Oakley A	Ave		_						
29 Memorial Ave	0.47	14000	F	95%	1%	2%	0%	1%	0%	F	1300	F	15000	F	2001
Pup				To: From:		Park A	ve		]						
Bus 29 Memorial Ave	0.33	13000	F	95%	1%	2%	0%	1%	0%	F	1300	F	13000	F	2001
20)				To		Langhorn									
Bus 29 (5th St	0.47	45000	_	From:	10/	Langhorn		10/		_	1400	_	16000	_	2004
29) 5th St	0.17	15000	F	95%	1%	2%	0%	1%	0% ¬	F	1400	F	16000	F	2001
Bus				From:		Pollard			_						
29) 5th St	0.26	15000	F	95%	1%	2%	0%	1%	0%	F	1400	F	15000	F	2001
Bus				To: From:		Pierce	St		]						
29) 5th St	0.27	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	15000	F	2001
~				To		Park A	ve		<b>7</b>						
Bus 29 5th St	0.38	18000	F	97%	0%	1%	0%	1%	0%	F	1700	F	18000	F	2001
29) 011 01	0.00	10000	•	То:	070	Clay S		1 70	7 ~~	•	1700	•	10000	•	2001
Bus				From:		Clay Str				_					
29 5th St	0.57	15000	F	97% To:	0%	1%	0%	1%	0%	С	1400	F	15000	F	2001
1 n C					F	Amherst Cou	my Lille		1						
Campbell County				From:		Halifax Cour	nty Line								
40)(501)	0.09	5900	F	89%	1%	3%	3%	4%	1%	F	490	F	5900	F	2001
$\smile \smile$				To		SCL Broo	kneal								
Town of Brookneal				From:		CCI Date -	lencol		_						
40)(501)	0.76	5900	N	89%	1%	SCL Broo	kneal 3%	4%	<b>」</b> 1%	N	490	N	5900	N	2001
40/ (301)	30			To:	. , ,	US 50		.,,	¬						
40)	0.87	2900	F	From: 83%	1%	4%	0%	12%	1%	F	240	F	2900	F	2001
100				To		ECL Broo			1						

					arripbon	County IVI		uck			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Campbell County				From:		ECL Broo	lrm a a l		1						
40	1.97	2900	N	83%	1%	4%	0%	12%	1%	N	240	N	2900	N	2001
40	2.15	2100	F	From: 83%	1%	15-60 4%	0%	12%	1%	F	250	F	2100	F	2001
40)	2.10		•	Tor		Charlotte Cou		1270		•		•	2.00	•	2001
Cown of Altavista				From:											
43 Bedford Ave	0.49	6900	F	96%	1%	Main St 2%	reet 0%	1%	<b>」</b> 0%	F	630	F	6900	F	2001
49)				To		Myrtle			<del></del>						
43 Bedford Ave	0.50	5600	F	96%	1%	2%	0%	1%	0%	F	540	F	5600	F	2001
				From:		Broad St			<u> </u>						
Bedford Ave	0.59	4900	F	96% To:	1%	2% WCL Alta	0% avista	1%	□ 0% □	С	510	F	4900	F	2001
Campbell County				<u> </u>											
				From:		WCL Alta			]	_		_			
43	6.48	2900	F	93%	1%	3%	2%	2%	0%	С	270	F	2900	F	2001
12	1.26	290	F	From: 93%	0%	15-682 Le	esville 2%	2%	0%	F	30	F	290	F	2001
43	1.20	230	•	To:		Bedford Cou		2 /0	]	'	30		290		2001
City of Lynchburg															
128 Candler Mt Rd	0.29	19000	F	87%	4%	US 29 Bus V 4%	Vards Rd 1%	4%	<b>」</b> 0%	F	1900	F	20000	F	2001
128 Candier Mt Rd	0.20	15000	•	To:		S 501 Lynch		470	]		1000		20000		2001
On a diam Min Bul	0.40	00000		From:	40/	RT 501		00/	00/	_	0.400	_	07000	_	0004
128 501 Candler Mtn Rd	0.40	36000	F	94% To:	1%	2% RT 501	1%	2%	0% ¬	F	3400	F	37000	F	2001
				From:	U	S 501 Candl									
128 Mayflower Dr	1.30	8000	F	87%	4%	4%	1%	4%	0%	С	790	F	8400	F	2001
Mar flarres Dr	4.40	2400		From:	20/	Odd Fello		00/			000		2200		2004
128 Mayflower Dr	1.48	2100	F	94% To:	2% US	3% 501 Bus Car	0% mpbell Ave	0% e	0% T	С	230	F	2200	F	2001
				From:		WCL Lync			Ì						
221 Lakeside Dr	0.53	23000	F	97%	0%	1%	0%	1%	0%	С	2400	F	24000	F	2001
<del>~</del>				To: From:	L	ynchburg Ex	pressway		]						
221 Lakeside Dr	0.56	16000	F	97%	0%	1%	0%	1%	0%	F	1600	F	17000	F	2001
<u> </u>			_	From:		Forest Bro			]						
221 Lakeside Dr	1.90	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	14000	F	2001
221 Lakeside Dr	0.15	17000	F	From: 97%	0%	Old Fore:	st Rd 0%	1%	0%	F	1600	F	18000	F	2001
221 Lakeside Dr	0.13	17000	•	To:	0 70	Oakley A		1 70	7	'	1000	·	10000	·	2001
~~~	0.57	0000		From:	00/	Lakeside		40/	00/	_	000	_	40000	_	0004
Oakley Ave	0.57	9900	F	97%	0%	1%	0%	1%	0%	F	980	F	10000	F	2001
221 Oakley Ave	0.24	8300	F	From: 97%	0%	Memorial	l Ave 0%	1%	0%	F	840	F	8700	F	2001
221 Oakley Ave	0.24	0000	•	То:		3us US 460		170	7	•	040	•	0700	•	2001
~~	0.44	44000		From:	00/	12th Str		00/	00/	0	4000	_	10000	_	0004
Kemper St	0.41	11000	F	92% To:	2%	4% ynchburg Ex	1%	2%	0% 7	С	1000	F	12000	F	2001
Campbell County						,urg EM	prossnay								
~~~				From:		Bedford Cou									
460	1.40	20000	F	86%	1%	3%	2%	9%	0%	F	1900	F	21000	F	2001
~~~	0.00	00000		From:	407	Bus US		00/			0000		00000		0001
460	3.88	22000	F	86%	1%	3%	2%	9%	0%	F	2000	F	23000	F	2001
	1.01	34000	F	From:	10/	15-678 Air		9%	00/	F	3300	F	35000	F	2004
460	1.01	34000	F	86% To:	1%	3% US 2	2% 9	970	0% 7	F	3300	۲	35000	Г	2001
						002									

				Ca	инроеп	County IV	amenan	ce Alea							
Route	Length	AADT	QA	4Tire	Bus				2Troil	QC	Design	QK	AAWDT	QW	Year
Campbell County				<u>.</u>		ZAXIE	3+Axle	TITAII	2Trail		Hour				
~~~	0.00	07000	-	From:	00/	US 2		407		-	2222	_	20222	_	2004
460	0.38	27000	F	93% To:	0%	2% SCL Lync	1%	4%	<b>0</b> %	F	2900	F	28000	F	2001
C:461l-l						SCL Lync	nourg								
City of Lynchburg				From:		SCL Lync	hburg								
(460)	1.13	27000	F	93%	0%	2%	1%	4%	0%	F	2900	F	28000	F	2001
~~				From:		Candler Mou			]						
<u>460</u>	0.44	23000	F	93%	0%	2%	1%	4%	0%	F	2400	F	23000	F	2001
~~~	0.00	0.4000		From	00/	US 50		40/		^	0000	^	05000	^	0004
(460)	2.36	24000	Α	93%	0%	2%	1%	4%	0%	Α	2600	Α	25000	Α	2001
(400)	1.46	23000	N	From: 93%	<u>U</u>	JS 501 Camp 2%	obell Ave 1%	4%	0%	N	2400	N	23000	N	2001
(460)	1.40	20000	.,	To:					7	.,	2400	.,	20000	.,	2001
(460)	1.12	24000	F	93%	0%	-6078 Conce 2%	1%	4%	0%	F	2300	F	25000	F	2001
400			•	To:	0,0	ECL Lync		.,,						•	
Campbell County											· <u> </u>				
~~~	4.50	24000	_	From:	00/	ECL Lync		40/	00/	_	2200	_	24000	_	2004
460	1.56	24000	F	93%	0%	2%	1%	4%	0%	F	2200	F	24000	F	2001
(400)	2.82	18000	F	From: 93%	0%	15-72 2%	1%	4%	0%	F	1600	F	19000	F	2001
(460)	2.02	10000	•	3370	070			770	¬ ° ′′°	'	1000	'	13000	'	2001
(460)	2.79	17000	F	From: 93%	0%	15-10: 2%	1%	4%	0%	F	1600	F	18000	F	2001
(460)			•	To:		SR 2		.,,	¬		.000			•	
(460)	0.11	15000	N	93%	0%	2%	1%	4%	0%	Ν	1400	N	15000	N	2001
				To:	Aj	opomattox C	ounty Line								
Bus				From:	US	460 West of	Lynchburg	ŗ							
<b>(460)</b>	1.11	13000	F	97%	0%	1%	0%	1%	0%	F	1300	F	13000	F	2001
Bus				To: From:		15-89	2								
(460)	2.25	15000	Α	97%	0%	1%	0%	1%	0%	Α	1500	Α	16000	Α	2001
<u> </u>				To:		WCL Lyne	chburg								
City of Lynchburg				From:		WCL Lyne	ahhura								
Bus 460 Timberlake Rd	0.62	34000	F	97%	0%	1%	0%	1%	0%	F	3100	F	35000	F	2001
$\hookrightarrow$				To		Old Graves	Mill Rd		<b></b>						
Bus 460 Timberlake Rd	1.14	25000	F	97%	0%	1%	0%	1%	<b>-</b> 0%	F	2300	F	26000	F	2001
460 Timberiake Ku	1.14	23000	Г	31 /0	0 /6			1 /0		Г	2300	Г	20000	-	2001
Bus				From:		Leesville								_	
Timberlake Rd	0.28	33000	F	97%	0%	1%	0%	1%	0%	F	3100	F	34000	F	2001
Bus				From:	L	ynchburg Ex	pressway		_						
Fort Ave	1.10	19000	F	97%	0%	1%	0%	1%	0%	F	1800	F	19000	F	2001
Bus Bus				To: From:		Wards US BUS									
(460) (29) Fort Ave	1.19	23000	F	98%	0%	1%	0%	0%	0%	С	2100	F	24000	F	2001
$\hookrightarrow$				To:		MEMORIA									
Bus (460)(221) Kemper St	0.41	11000	F	92%	2%	12TH STI 4%	REET 1%	2%	0%	С	1000	F	12000	F	2001
(40U)(221) (Chipel St	J. <del>T</del> I	. 1000	•	JZ /0				Z /0	7	J	1000	'	12000	'	2001
Bus Bus		46065		From:		LYNCHBU		60:		_	4-5-	_	400		
(460) (501) Kemper St	0.34	12000	F	95% To:	1%	2% CAMPBEL	1%	2%	0%	F	1200	F	12000	F	2001
Bus Bus				From:		KEMPE									
(460)(501) Campbell Ave	0.88	18000	F	95%	1%	2%	1%	2%	0%	С	3000	F	19000	F	2001
Bus Bus				To: From:		MAYFLOW	/ER DR								
Bus Bus (460) (501) Campbell Ave	0.48	18000	F	95%	1%	2%	1%	2%	0%	F	1700	F	19000	F	2001
				To		FLORIDA			7						

Deute	Lamette	AADT		4T'	D		Tr	uck			Design	014	A A \ A \ \ A \ \ B T	0147	\/
	Length	AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QW	rear
City of Lynchburg Bus Bus				From:		FLORIDA	A AVE		_						
460 501 Campbell Ave	0.23	19000	F	95%	1%	2%	1%	2%	0%	F	1900	F	20000	F	2001
<del>~</del> ~				To		US 40	60								
Campbell County				From:		Halifax Cou	nty Line		1						
501)	0.09	5900	F	89%	1%	3%	3%	4%	1%	F	490	F	5900	F	2001
<del>~</del>				To:		SCL Broo	okneal		-						
Town of Brookneal				From:		SCL Broo	okneal								
501	0.76	5900	N	89%	1%	3%	3%	4%	1%	Ν	490	Ν	5900	Ν	2001
<del>~</del>				To: From:					]——						
501	1.52	6100	F		0%			7%	0%	С	520	F	6100	F	2001
Campbell County						NCL BIO	OKIICAI		<u> </u>						
~~~	County   C														
501	1.40	6100	N	89%	0%	2%	1%	7%	0% _	N	520	N	6100	N	2001
F04	3 /10	4800	F	From: QO0/	Ω0/:			70/:	00/:	F	400	F	4800	F	2001
501	J.40	<del>-1</del> 000		3U /0	0 /0			1 /0	J/0 		400		4000		<u> </u>
501	4.79	5100			0%			7%	0%	F	420	F	5100	F	2001
33.)				To					<b>—</b>						
501	8.33	5900	F	89%	0%			7%	0%	F	520	F	5900	F	2001
				To: From:		W SR	24		]——						
501	0.92	9800	F	96%	0%	2%	0%	2%	0%	F	860	F	9800	F	2001
~~~									]						
501	3.88	8700	Α	96%	0%	2%	0%	2%	0% _	Α	950	Α	9300	Α	2001
	3 00	0600			Ω9/.			20/	00%		020		0600		2001
501	3.09	9000	Г		0 /0			2 /0	7 0/8	Г	920		9000		2001
City of Lynchburg															
	0.00	4.4000			00/			20/	00/	_	4.400	_	4.4000	_	0004
501 Campbell Ave	0.99	14000	г	96%	0%			2%	0%	Г	1400	F	14000	Г	2001
501 (460)	2.36	24000			0%			4%	0%	Α	2600	Α	25000	Α	2001
301)(460)	2.00	2.000	,,		070			170	7	,,	2000	,,	20000	, ,	2001
~~~	0.50	20000		<u> </u>	10/			20/		_	2100	_	21000	_	2001
501	0.59	20000	г	94%				270	0%	Г	2100	Г	21000	Г	2001
Candler Mtn Rd	0.40	36000	F	From: 94%				2%	0%	F	3400	F	37000	F	2001
301)				To:		9 Lynchbur	g Expressw		<u> </u>						
L vnchhurg Evnresswa	1 51	39000			1%			2%		C	4800	F	41000	F	2001
501 Lyricibuly Expresswa	1.51	39000	•	34 /0	1 70			2 /0	7	C	4000		41000	Ī	2001
501 Lynchburg Expresswa	1.21	38000			1%			2%	0%	F	3700	F	39000	F	2001
				To:					7						
501 Lynchburg Expresswa	1.24	30000			1%			2%	0%	F	2800	F	31000	F	2001
~				To: From:		Lakesid	e Dr								
501 Lynchburg Expresswa	1.54	12000	F	92%	1%	3%	1%	3%	0%	С	1100	F	13000	F	2001
~									<u> </u>			_			
501 Lnchburg Expressway	1.86	11000	F		1%			3%	0% T	F	1100	F	12000	F	2001
					L				<u> </u>						
501 Boonsboro Rd	1.80	9200	F		0%			3%	0%	С	900	F	9600	F	2001
									<u> </u>						
Bus Fod Campbell Ave	0.23	19000			1%			2%	J 0%	F	1900	F	20000	F	2001
201) Odinpooli Ave	0.20	. 5500	•	To:	1 /0			£ /U	7 70	•	1000	'	20000	•	2001

					arripocii	County Maint		lea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+		rail '	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg				_		ZAXIC 31	TAXIC II	1011 2	ZIIali		riodi				
Bus				From:		Florida Ave					.=			_	
501 Campbell Ave	0.48	18000	F	95%	1%	2%	1% 29	% ——	0%	F	1700	F	19000	F	2001
Bus				To: From:		Mayflower Dr	r	-							
501 Campbell Ave	0.88	18000	F	95%	1%	2%	1% 29	%	0%	С	3000	F	19000	F	2001
<u> </u>				To:		Kemper St									
Bus 501 Kemper St	0.34	12000	F	95%	1%	Campbell Ave	e 1% 29	%	0%	F	1200	F	12000	F	2001
501) Kemper et	0.04	12000	•	To:		ynchburg Expres		70	0 70	•	1200	•	12000	•	2001
Bus				From:		US 221									
501 221 Kemper St	0.41	11000	F	92%	2%		1% 29	%	0%	С	1000	F	12000	F	2001
Bus				To: From:		12TH STREE Fort Ave	T								
501 Campbell Ave	0.23	9300	F	98%	1%		0% 0	%	0%	F	980	F	9700	F	2001
**)				To:		Park Ave									
Bus	0.07	0000	_	From:	40/		00/ 0/	0/	00/	_	050	_	40000	_	0004
Langhorne Rd	0.27	9900	F	98%	1%	1% (	0% 09	%	0%	F	950	F	10000	F	2001
Bus				To: From:		Memorial Ave	e								
501 Langhorne Rd	0.29	19000	F	98%	1%	1% (	0% 0	%	0%	F	1800	F	20000	F	2001
~				To:		Murrell Rd		ŀ							
Bus 501 (Langhorne Rd	1.06	16000	F	98%	1%	1% (	0% 0	%	0%	С	1500	F	17000	F	2001
501 Langhorne Rd	1.00	10000	•	J070	1 70		070 0	70	0 70	O	1300	'	17000	Ī	2001
Bus				From:		Hill St									
501 Langhorne Rd	0.47	12000	F	98%	1%	1% (	0% 0	%	0%	F	1300	F	13000	F	2001
Bus				To: From:		Cranehill Dr	•	-							
501 Langhorne Rd	1.37	9500	F	95%	1%	2% (	0% 1	%	0%	С	860	F	9900	F	2001
301)				To:		Rivermont Terra									
Bus				From:		Langhorne Ro									
Rivermont Terrace	0.25	5700	F	95% To:	1%		0% 19	%	0%	F	590	F	5900	F	2001
Bus				From:		Rivermont Av Rivermont Terra									
501 Rivermont Ave	0.44	18000	F	97%	0%		0% 1	%	0%	F	1800	F	18000	F	2001
~				To:		Link Rd									
Bus Beenshore Rd	0.76	14000	F	From:	00/		00/ 1/	0/	00/	_	1500	F	15000	F	2004
501 Boonsboro Rd	0.76	14000	Г	97%	0%		0% 19	70	0%	F	1500	Г	15000	Г	2001
Bus				From:		Trents Ferry R	ld								
501 Boonsboro Rd	1.75	12000	F	97%	0%	1% (	0% 19	%	0%	С	1200	F	13000	F	2001
~				To:	L	ynchburg Expres	ssway								
Campbell County				From:		****			П						
200	0.19	2000	G	94%	1%	US 460 SR 24 2%		%	0%	С	NA		2000	G	2001
608	0.10	2000	Ū	To:		pomattox Count		70	0 70	Ü	1471		2000	Ü	2001
				From:	•	SR 24	_								
609	0.11	250	R			SR 2 .					NA		NA		1999
<b>66</b>				To:		06-718		1.							
609	0.05	230	R	From:		00-710					NA		NA		1999
609)				To:	C	ampbell County	Line								
$\sim$				From:		US 460									
609	1.70	380	R	To		06.600		1			NA		NA		1999
				From:	An	06-608 pomattox Count	y Line								
609	1.10	650	N	89%	2%			%	0%	Ν	NA		650	Ν	2001
06				To	Camp	bell County Line	e; 06-607								
				From:		SR 24									
718	0.20	230	R								NA		NA		1995
UNI)				To:		06-609									
$\sim$				From:		SR 24									
741)	0.13	130	R	-							NA		NA		1986
				To:	C	Campbell County	Line								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Campbell County				From:	Campbell County Line	1				
1500	0.11	40	R			_		NA	NA	1994
us				To	Cul-de-Sac	<u> </u>				
200	2.30	520	R	From:	SR 40 SOUTH			NA	NA	1998
600	2.00	020		Tor	15-619			1471	107	1000
600	1.81	600	R	From:	13-019	_		NA	NA	1998
				To: From:	SR 40 NORTH					
600	1.87	1000	R	110.11.	SR 40 MID			NA	NA	1998
				To: From:	15-618 SOUTH	1				
600	2.17	970	R	From:		_		NA	NA	1998
				From:	15-756	]				
600	3.41	540	R					NA	NA	1998
				To: From:	15-601	]				
600	0.78	590	R			_		NA	NA	1998
	1.20	640	R	From:	Charlotte County Line			NA	NA	1998
600	1.20	040	IX.	To	19-615	7		INA	IVA	1990
Town of Brookneal										
	0.04	400		From:	US 501			NIA	NΙΔ	1000
601)	0.84	400	R	To:	NCL Brookneal	1		NA	NA	1998
Campbell County										
				From:	NCL Brookneal					
601)	1.00	400	N	To	15-605 West	7		NA	NA	1998
				From:	15-605 West					
601)	9.24	510	R	To:	15 (00	7		NA	NA	07/17/20
				From:	15-600 Dead End	+				
602)	1.00	270	R		Dead Elid	_		NA	NA	07/17/20
				To:	15-605					
$\overline{}$				From:	15-646					
603)	3.00	510	R	To:	06-604; 06-649	7		NA	NA	07/09/20
				From:	15-651	1				
604)	5.00	120	R		15 051	_		NA	NA	07/09/20
				To: From:	15-731	]				
604)	0.40	20	R			_		NA	NA	07/09/20
				To: From:	Dead End	<u> </u>				
605)	3.58	530	R	Troin.	15-633 WEST	_		NA	NA	1993
0039				To	15-917	1				
605	0.54	630	R	From:		_		NA	NA	1998
				To: From:	US 501					
605)	2.87	1100	R					NA	NA	1998
				To: From:	15-601 WEST					
605)	2.34	1100	R	To:	SR 40	_		NA	NA	1998
				From:	15-615	+				
606)	7.68	700	R	<u> </u>	13-013	_		NA	NA	07/09/20
				To	Appomattox County Line					
$\overline{}$				From:	15-701	_				
607	1.00	30	R	To:	1.00 ME 15-701	7		NA	NA	07/10/200
					1.00 IVIE 13-701					

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT	QW Year
Campbell County	Longar	AADI	4,7	71110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC 70WD1	gvv roai
	0.40	100		From:	1.00 ME 15-701	J		NIA	NΙΔ	07/10/2001
(607)	0.40	180	R	Tor	US 501 NORTH	7		NA	NA	07/10/2001
$\bigcirc$	0.00	050		From:	US 501 SOUTH			NIA	NIA	07/40/000
607)	3.00	350	R	To:	15-615	7		NA	NA	07/10/2001
				From:	15-726					
609	0.91	1300	R					NA	NA	1998
				To: From:	15-659	]——				
609	3.25	1300	R	To:	06.607	_		NA	NA	1998
				From:	06-607 15-609	+				
(610)	0.30	350	R		13-009			NA	NA	05/30/200
				To:	Appomattox County Line					
				From:	15-609					0.7/0.0/0.00
611)	0.50	610	R	To	Appomattox County Line	7		NA	NA	05/30/2001
				From:	15-633					
612	1.90	400	R			_		NA	NA	08/14/2001
<u> </u>				To:	15-917					
	0.56	60	R	From:	Dead End			NA	NA	1998
613	0.50	00	K	To:	0.561010 15 1	7		INA	INA	1990
613)	0.59	140	R	From:	0.56 MN Dead End			NA	NA	08/14/2001
(013)				To:	15-633					
$\sim$				From:	15-635 WEST					
614)	2.80	60	R	To:	15 (22 EAST	_		NA	NA	08/14/2001
				From:	15-633 EAST SR 24	<u> </u>				
615)	3.36	4800	R		SK 24			NA	NA	1998
				To: From:	15-606	<b>—</b>				
615)	1.83	2100	R	From:		_		NA	NA	1998
				To: From:	15-607					
615)	2.17	1300	R					NA	NA	1998
	0.70	040		To: From:	15-651			NIA.	NIA	4000
<b>(615)</b>	2.70	810	R			_		NA	NA	1998
615)	5.04	940	R	From:	15-648 EAST			NA	NA	1998
615)	0.04			To:	15-834	<b></b>		. 4/ \	1471	1000
615)	3.17	470	R	From:	15-054	_		NA	NA	1998
				То:	Charlotte County Line					
$\bigcirc$	0.40	400		From:	15-600					4000
616)	0.40	130	R	To:	Charlotte County Line	7		NA	NA	1998
				From:	Dead End					
617)	0.35	210	R			<del>-</del>		NA	NA	08/22/2001
				To:	15-690	<u> </u>				
	0.20	200	R	From:	Charlotte County Line			NA	NA	1009
618)	0.20	200	ĸ	Ter	15.740	_		INA	INA	1998
(618)	0.20	190	R	From:	15-749			NA	NA	1998
010)	J.20			To:	15-822	<b></b>			701	
618)	0.90	220	R	From:	10 022			NA	NA	1998
				To:	15-600 SOUTH					

Route	Length	AADT	QA	4Tire	Bus	2Ayle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Campbell County								TITALI	ZIIali		Tioui				
(240)	1.27	230	R	From:		15-600 NOI	RTH				NA		NA		1998
(618)	1.21	200		To		15-601 SOU	JTH		1		14/1		1471		1000
				From:		15-601 NOI									
618)	1.58	320	R								NA		NA		07/17/2001
$\bigcirc$	0.00		_	From:		15-645			_		NIA		NIA.		07/47/0004
618)	0.88	230	R	To:		15-643					NA		NA		07/17/2001
				From:		15-600			1						
(619)	0.50	500	R			15 666			_		NA		NA		1998
				To	(	Charlotte Coun	ty Line								
$\bigcirc$				From:		Dead En	d								
621)	0.27	200	R	To:		15.530			_		NA		NA		08/27/200
				From:		15-738			1						
(622)	1.12	13000	F	97%	0%	Bedford Count 1%	1%	0%	0%	F	1400	F	13000	F	2001
622	2	10000	·	To: To:	070			0,0	٦	•	1 100		10000	·	2001
622	0.27	13000	F	From: 97%	0%	15-1520 1%	1%	0%	0%	С	1200	F	14000	F	2001
022)				To:		US 460 BI			¬						
622	0.93	10000	R	From:		CD 400 D	CD				NA		NA		1998
				To:		15-682			1						
622	2.31	3700	R	From:		10 002					NA		NA		1998
				To: From:		15-683			<b>—</b>						
622	0.07	3200	R	rion:							NA		NA		1998
				To: From:		0.07 M FRM	15-683		<b>—</b>						
622	2.46	2800	R								NA		NA		1998
				To: From:		US 29 NOF US 29 SOU									
622	0.21	890	R			03 29 300	П				NA		NA		1998
022				To:		15-738 SOU									
	3.78	640	R	From:		15-738 NOI	RTH				NA		NA		1998
622	3.76	040	K	To:		US 501; SI	R 24		7		INA		INA		1990
				From:		15-682									
(623)	1.70	530	R								NA		NA		1998
				To: From:		15-625			<b>—</b>						
(623)	1.20	2400	R	rion:							NA		NA		1998
$\bigcirc$				To: From:		15-858 EA									
623)	0.20	840	R	110		15-858 WE	251				NA		NA		08/14/2001
023)				To:		US 460									
623)	0.90	1900	R	From:		03 400					NA		NA		08/14/2001
623				To:	]	Bedford Count	ty Line								
				From:		Dead En	d								
624)	1.43	180	R								NA		NA		1998
				From:		15-1650	)								
624)	0.05	1000	R								NA		NA		1998
	0.07	000		To: From:		15-829					<b>N</b> 10		N I A		1000
624)	0.27	230	R						_		NA		NA		1998
	0.04	200		From:		15-889 NOI	RTH		_		NIA		NI A		4000
624)	0.21	320	R	_					_		NA		NA		1998
	0.34	490	R	From:		15-889 SOU	JTH		_		NA		NA		1998
624	0.34	430	К	To:		US 460 B	US		1		INA		INA		1990
						22 .00 D	-								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	Bedford County Line	1					
625)	1.80	270	R		Bedford County Effic			NA	NA		1998
				To	15-623						
$\sim$				From:	Bedford County Line						
626)	3.00	760	R	To:	15-682 NORTH	7		NA	NA		07/16/20
				From:	15-682 SOUTH						
626	3.87	1500	R			_		NA	NA		1998
				To: From:	15-714	<u> </u>					
626)	0.76	980	R			_		NA	NA		07/18/20
				To: From:	15-712 WEST 15-712 EAST						
626)	1.20	1000	R		13*/12 EA31			NA	NA		07/18/20
020				To:	NCL ALTAVISTA						
				From:	15-695						
627)	0.70	90	R			_		NA	NA		07/16/20
				To: From:	15-682 WEST						
627	3.00	540	R		15-682 EAST	_		NA	NA		07/24/20
627	0.00		•••	To:	CD 42	_					0172 1720
627	0.10	30	R	From:	SR 43			NA	NA		07/24/20
627)	00			To:	15-712						0172 1720
				From:	Bedford County Line						
628	0.97	1200	R		•			NA	NA		1998
$\cup$				To: From:	15-682	<b>T</b>					
628)	3.17	1300	R	TTOME.				NA	NA		1998
$\bigcup$				To:	SR 43						
				From:	Dead End						
629	0.18	30	R	To:	15.500	_		NA	NA		08/20/20
				From:	15-699						
200	2.10	810	R	Prom.	Bedford County Line	_		NA	NA		07/16/20
630)	2.10	010		To:	SR 43	1		14/3	INA		07/10/20
				From:	Dead End						
631)	0.50	40	R	<u></u>		_		NA	NA		07/16/20
$\bigcirc$				To	15-716						
631)	1.35	160	R	TTOME.				NA	NA		07/16/20
				To:	Bedford County Line						
$\bigcirc$			_	From:	Bedford County Line						
632	0.97	70	R	To:	15 621	7		NA	NA		07/16/20
				From:	15-631						
623	2.82	320	R	110	15-705			NA	NA		08/20/20
633	2.02	020		To:	15-761 NORTH	1		101	101		00/20/20
$\bigcirc$				From:	15-761 SOUTH						
633)	3.31	180	R	-				NA	NA		1998
				To: From:	15-635 WEST						
633	1.31	320	R					NA	NA		1998
				To: From:	15-605						
633	1.56	120	R			_		NA	NA		1998
	4 ===	000		From:	15-614 EAST						1000
633)	1.59	360	R			_		NA	NA		1998
				To: From:	15-613						
633	0.42	590	R					NA	NA		1998
				To: From:	US 501	]					
633	1.43	210	R			_		NA	NA		08/20/20
<u> </u>				To	15-605						

				Ca	ampbell C						Desi				
Route	Length	AADT	QA	4Tire	Bus	20vla		ск 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Campbell County						ZAXIC	JTANE	IIIali	Z I I ali		rioui				
			_	From:		Dead En	d								00/00/000
634)	0.55	40	R						_		NA		NA		08/29/2001
	0.06	70	R	From:		15-664			_		NA		NA		1998
634)	0.06	70	K	To:		Dead En	ıd		7		INA		INA		1990
				From:		Dead En									
635)	1.28	100	R				-				NA		NA		08/14/2001
				To: From:		15-614			Ī						
635)	0.60	110	R						_		NA		NA		08/14/2001
				To: From:		15-633 SOU 15-633 NOI			1						
635)	6.80	220	R			13-033 NOI	КІП				NA		NA		08/14/2001
000				To:		15-761 SOU									
$\bigcirc$	0.44	000	_	From:		15-761 NOI	RTH		_		NIA		NIA		4000
635)	0.44	860	R	To:		US 501			7		NA		NA		1998
				From:		15-605			1						
636)	0.51	190	R	<u> </u>		15 005			_1		NA		NA		08/14/2001
				To:		15-917									
				From:		15-761									
637)	2.10	130	R	To:		15 505			7		NA		NA		08/14/2001
				To: From:		15-635									
(20)	0.10	110	R	140iii.		15-761			_		NA		NA		08/20/2001
638	0.10		•••	To:		15-633			7				1471		00/20/2001
				From:		Dead En	ıd								
639	1.00	90	R						<del>-</del>		NA		NA		1998
$\bigcirc$				To:		15-600									
	4.04	000		From:	Pitts	sylvania Cou	ınty Line				NIA		NIA		00/07/0004
640	1.81	660	R	To:		15-712			7		NA		NA		08/27/2001
				From:		15-605									
(641)	2.00	110	R	<u></u>		13-003			_		NA		NA		07/17/2001
				To:		15-643									
				From:		Dead En	ıd								
642	1.10	90	R	-					_		NA		NA		07/17/2001
				To:		15-643			1						
(242)	0.17	600	R	From:		15-917					NA		NA		1998
(643)	0.17	000		To:		HC 501			7		1471		14/1		1000
642	4.43	570	R	From:		US 501					NA		NA		1998
(643)		0.0	• • • • • • • • • • • • • • • • • • • •	To:		15 (10			7				1471		1000
643	3.90	390	R	From:		15-618					NA		NA		1998
643       643				To:		15-615									
				From:		15-618									
(645)	1.39	40	R								NA		NA		07/17/2001
(645) (645)				From:		1.39 ME 15	-618		]——						
(645)	1.01	30	R	To:		15 601			7		NA		NA		07/17/2001
				From:		15-601			+						
646)	3.18	210	R	. 10411.		15-601			_		NA		NA		1998
040	J.10			To:		15-615									
646	3.93	600	R	From:		15-615					NA		NA		1998
646)	2.00			To:		06-604			<b></b>						
646)	0.39	430	R	From:		00-004					NA		NA		1998
0.0				To:		06-606			1						
	·	·			·					· <u>-</u>	·			_	·

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Campbell County				From:	06-606	1				
646)	7.55	2100	R	<u> </u>	00-000			NA	NA	199
				To: From:	SR 24	]				
646)	2.03	1900	R	_		_		NA	NA	199
				To	15-656					
$\frown$	0.20	220		From:	Dead End			NΙΔ	NIA	00/4 4/
647)	0.28	320	R	To:	US 460 BUS	<b>–</b>		NA	NA	08/14/
				From:	15-643	+				
648)	5.59	580	R	<u> </u>	13-043			NA	NA	08/14/
648)				To:	15-652					
648)	0.80	220	R	From:	13-032			NA	NA	199
040)				To:	15-615 SOUTH	7				
$\sim$				From:	15-615 NORTH					
648)	6.03	140	R	т	15 616	_		NA	NA	07/09/
				To:	15-646					
$\frown$	4.40	00		From:	15-603	╛		N.1.0	NIA	07/00
649	1.10	80	R	To:	06.640	_		NA	NA	07/09/
				From:	06-649	1				
	6.75	390	R	Proin:	US 501	_		NA	NA	07/10/
650	0.73	390	K	To	15-615	_		INA	INA	07/10/
				From:	15-650	1				
GE4	7.39	220	R	<u> </u>	15-030	_		NA	NA	07/10/
651)	7.00		•••	т	17.10.	_		10.		017107
	4.50	240	R	From:	15-606	_		NA	NIA	07/10/
651	4.59	340	ĸ	To	SR 24	7		INA	NA	07/10/
				From:						
653	0.05	40	R		15-635	_		NA	NA	08/14/
652	0.00	40		-		_		1471	101	00/1-1/
	3.30	880	R	From:	US 501; 15-761			NA	NA	199
652	3.30	000	ĸ			_		INA	INA	198
$\overline{}$	0.00	050		From:	15-651	_		NIA.	NIA	400
652	2.90	250	R	To:	15-648	_		NA	NA	199
				From:						
050	0.20	160	R	rioin.	15-761			NA	NA	199
653	0.20	100		To:	Dead End	7		1471	101	100
				From:	US 501	1				
654)	2.50	130	R	<u> </u>	05 301	_		NA	NA	07/10/
<del>00.7</del>				To:	15-650					
				From:	US 501 NORTH					
655	3.20	670	R	-		<del></del>		NA	NA	199
$\bigcirc$				To:	US 501 SOUTH					
				From:	15-606					
656	4.71	390	R					NA	NA	199
				To: From:	SR 24	<u> </u>				
656)	2.25	1200	R					NA	NA	199
$\smile$				To: From:	15-646	<u> </u>				
656)	0.10	3000	R	. 10III.				NA	NA	199
				To	US 460					
_				From:	Dead End					
657	2.39	80	R					NA	NA	07/09/
$\smile$				To:	15-646					
				From:	15-656					
58)	2.50	180	R			_		NA	NA	199
$\overline{}$				To:	15-646					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Campbell County						ZIIAII		rioui		
650	1.54	300	R	From:	US 460			NA	NA	05/30/2
659)	1.04	300		Tor	15-609	7		INA	IN/A	03/30/2
				From:	ECL LYNCHBURG					
660	1.90	300	R					NA	NA	1998
				To: From:	1.90 M FRM ECL					
660	4.57	270	R			_		NA	NA	1998
				To:	SR 24					
$\odot$	0.48	310	R	From:	Dead End			NA	NA	08/20/2
661)	0.48	310	K	To:	SR 24	7		INA	INA	00/20/2
				From:	15-660					
662)	2.08	640	R		2 222			NA	NA	05/30/2
				To	US 460					
				From:	15-615	_				
663	6.69	430	R	To:	15 (OC WEST	7		NA	NA	07/09/2
				From:	15-606 WEST 15-606 EAST	+				
663)	1.20	30	R			_		NA	NA	07/09/2
$\bigcirc$				To:	15-648					
$\sim$				From	15-677					
664)	1.29	890	R	То:	110 501	7		NA	NA	1998
				From:	US 501	1				
665	0.64	1600	R	140m.	US 501			NA	NA	09/25/2
665	0.01	1000	•••	To:	15-660	7				00/20/2
				From:	15-660					
666	0.35	90	R			_		NA	NA	08/27/2
				То:	Dead End					
$\sim$				From:	US 501					00/07/0
667)	1.17	230	R	To:	Dead End	7		NA	NA	08/27/2
				From:	Dead End	1				
668)	0.35	200	R		Dead End	_		NA	NA	08/22/2
000)				To:	15-682					
				From:	15-680					
669)	1.43	180	R			_		NA	NA	08/29/2
				To: From:	15-670 WEST 15-670 EAST	+				
669	1.78	270	R	<u> </u>	13 070 ERB1			NA	NA	1998
				To	1.78 M FRM 15-670					
669	1.01	380	R	From				NA	NA	1998
				To:	15-664					
$\overline{}$				From:	SCL LYNCHBURG					
670	2.00	2800	R					NA	NA	1998
				From:	15-677 EAST	]				
670	2.82	1200	R	To:	110 501	7		NA	NA	1998
				From:	US 501	+				
671)	0.07	940	R		US 501; SR 24	_		NA	NA	1998
671				To:	15 001					
671)	0.05	490	R	From:	15-891			NA	NA	1998
1)				To:	Dead End	<u></u>				
				From	15-635					
72)	2.11	170	R			_		NA	NA	08/14/2
$\smile$				To:	15-605					

Route	Length	AADT	QA	4Tire	Bus	Trι 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Campbell County				From:	15-69	92		1						
(673)	0.30	130	R					_		NA		NA		08/20/200
$\bigcup$				To	Dead I	End								
$\bigcirc$				From:	15-73	8								22/22/22
674)	0.26	1400	R	To:	Dead I	2nd		7		NA		NA		08/29/200
				From:	15-68									
675)	0.44	130	R		13-00	.5		_		NA		NA		08/20/200
073)				To:	Dead I	End								
				From:	15-60	00								
676	0.30	40	R					_		NA		NA		07/17/20
				To:	Charlotte Co									
	4.00	2000	_	From:	15-73	18		_		NIA		NIA		4000
677	1.92	2000	R	To:	15-670 I	ΣΔST		7		NA		NA		1998
_				From:	15-670 V									
677	3.09	400	R							NA		NA		1998
				To: From:	15-60	i4		]						
677	1.30	710	R							NA		NA		1998
<u> </u>				To:	SCL LYNC									
$\bigcirc$	0.04	40000		From	ECL LYNC	HBURG				NIA		NIA		4000
678)	0.34	13000	R					_		NA		NA		1998
				From:	US 4									
678)	0.21	1900	F	96%	0% 2%	0%	1%	0%	F	200	F	1900	F	2001
				From:	05-88			] <del></del>						
678)	1.22	1300	F	96%	0% 2% US 2	0%	1%	0%	С	150	F	1400	F	2001
				From:	US 2									
670	0.13	1500	R		03 2	9		_		NA		NA		08/27/20
679				To:	15-14	00								
679	0.26	350	R	From:	13-14	36		_		NA		NA		08/27/20
				To:	15-14	22								
679	0.25	150	R	From:	13-14	<u> </u>				NA		NA		08/27/20
0.19				To: From:	15-14	16								
679	0.29	90	R	From:	13-14	10		_		NA		NA		08/27/20
9				To:	Dead I	End								
				From:	15-73	38								
680	3.20	1300	R					_		NA		NA		1998
				To: From:	US 501 N US 501 S	ORTH								
680	3.02	240	R		03 301 3	ЭСТП		_		NA		NA		1998
000)				To:	Dead I	End								
				From:	15-624 N	ORTH								
681)	0.27	1200	R							NA		NA		1998
				To: From:	15-715 S	OUTH		1—						
681)	0.42	810	R	110111.						NA		NA		1998
				To: From:	US 4	50								
681)	2.70	2300	R					_		NA		NA		1998
				To:	15-62	:2		<u> </u>						
$\overline{}$	_		_	From:	SR 4	3								
682	8.94	310	R							NA		NA		1995
_				To: From:	15-626 S	DUTH								
(682)	2.56	2000	R							NA		NA		1998
				To: From:	SR 2	4		]						
682	1.18	2300	R					_		NA		NA		1998
$\sim$				To	15-72	:5		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Campbell County				From:	15-725	Ī						
682	1.59	2000	R					NA		NA		1998
_	1.46	1900	R	To: From:	15-623			NA		NA		1998
682	1.40	1900		To:	15-691			INA		INA		1990
682	3.44	3100	R	From:	15-051	_		NA		NA		1998
				To: From:	15-622	]						
682	1.12	9500	R			_		NA		NA		1998
(682)	0.09	10000	R	From:	15-1600			NA		NA		1998
082)				To:	SCL LYNCHBURG							
				From:	Dead End							
683	1.05	230	R	To:	SR 24 WEST	1		NA		NA		1998
$\sim$				From:	SR 24 EAST							
683	0.34	390	R	To:	15 COA GOLUTTI	_		NA		NA		08/22/200
				From:	15-682 SOUTH 15-682 NORTH							
683	5.52	1600	R					NA		NA		08/22/200
				To: From:	15-622	]						
683	2.05	2700	F	79% To:	0% 4% 14% 3%	0%	С	280	F	2800	F	2001
				From:	US 29	1						
684)	1.90	200	R		15-625			NA		NA		1998
004)				To:	1.51 MS 15-1164	<b>—</b>						
684)	1.37	160	R	From:	1.51 WG 15-110 <del>4</del>			NA		NA		1998
				To:	15-682							
				From:	15-738							
685)	1.80	5100	R			_		NA		NA		1998
	0.20	4400	R	From:	SR 24			NΙΔ		NIA		00/25/200
685	0.30	4100	ĸ			_		NA		NA		09/25/200
(005)	1.40	3700	R	From:	15-1630			NA		NA		09/25/200
685)	1.40	0,00		To:	15-686			14/1		1471		03/20/200
				From:	US 29							
(686)	2.81	720	R					NA		NA		1998
				To: From:	15-751	]						
686	2.99	3900	R	To:	VIO 701	_		NA		NA		1998
				From:	US 501 15-686							
687)	3.10	180	R		13-080			NA		NA		08/27/200
001)				To:	SR 24							
				From:	15-689							
688	1.18	250	R	To:	110.20	_		NA		NA		1998
				From:	US 29							
689)	0.90	340	R		15-690			NA		NA		08/22/200
				To	US 29	1						
(689) (689)	0.28	250	R	From:		_		NA		NA		08/27/200
				To:	15-754	<u> </u>						
$\bigcirc$	0.40	400		From:	15-622			NI A		N1A		00/00/000
690	3.40	430	R	To:	15-688	7		NA		NA		08/22/200
				From:	15-683	1						
691)	1.04	260	R			<b>_</b>		NA		NA		1998
$\bigcirc$				To:	15-682							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				<u>-</u> -		ZIIali		nour		
(000)	3.33	560	R	From:	SR 24; 15-748			NA	NA	1998
(692)	0.00	300	- 1	To	US 29	7		INA	IVA	1330
				From:	15-696	J				
(693)	2.20	350	R			_		NA	NA	08/20/200
				To: From:	15-692	1				
694)	0.65	70	R	r tom.	15-682			NA	NA	07/16/200
(094)				To	15-882					
694)	0.75	120	R	From:		_		NA	NA	07/16/200
				То:	15-696					
$\bigcirc$	4.00	050		From:	15-682	J		NIA	NIA	00/07/000
695)	4.80	250	R	Tα·	15-626	7		NA	NA	08/27/200
				From:	Dead End	1				
(696)	2.40	10	R		2 340 240	_		NA	NA	08/20/200
				To: From:	15-705	<u> </u>				
696	2.65	360	R					NA	NA	08/20/200
			_	From:	15-700	}—				
696)	0.39	1400	R			_		NA	NA	1998
	1.01	4000	R	From:	15-699	_		NΙΔ	NΙΔ	1000
696	1.91	1000	ĸ			_		NA	NA	1998
600	3.18	1100	R	From:	15-701 NORTH			NA	NA	1998
696	5.10	1100		To:	US 29 SOUTH	1		INA	IVA	1330
$\bigcirc$	0.47	200	_	From:	US 29 NORTH			NIA	NIA	00/00/000
696	6.47	290	R	To:	SR 24	7		NA	NA	08/20/200
				From:	15-701					
(697)	2.76	60	R			_		NA	NA	07/10/200
$\bigcup$				To:	15-699	<u> </u>				
	3.50	180	R	From:	15-701			NA	NA	1998
698)	3.30	100	K	To:	15-761	1		INA	INA	1990
				From:	US 29					
(699)	1.30	2600	R					NA	NA	1998
				To: From:	15-701	]				
699	3.43	1900	R					NA	NA	1998
	4 77	4000	_	From:	15-696	}		NIA	NIA.	4000
699	1.77	1200	R	_		_		NA	NA	1998
600	2.65	1400	R	From:	15-629			NA	NA	1998
699	2.00	1.00		To:	15-761	1			101	1000
				From:	15-696	J				
700	2.39	350	R			_		NA	NA	08/20/200
				To:	15-633					
(701)	4.60	230	R	From	15-699	J		NA	NA	1998
701)	1.00			То:	15-696 SOUTH	1		, \		
<u> </u>	9.00	440	D	From:	15-696 NORTH			NIA	NIA	4000
701)	8.00	440	R	To:	US 501	7		NA	NA	1998
				From:	Dead End	Ì				
702)	0.40	130	R			<del>-</del>		NA	NA	07/17/200
$\overline{}$				To:	15-648					

				(	Campbell County Maintenance Area			D		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-704	1				
(703)	2.69	170	R			<del>-</del>		NA	NA	08/14/20
				To	15-761					
704	1.10	110	R	From:	15-705	_		NA	NA	08/20/20
704)	1.10	110		To:	Dead End			147 (	10/	00/20/20
_				From:	15-696					
705)	6.60	40	R	To:		_		NA	NA	08/20/20
				From:	15-761					
(706)	0.50	20	R		Dead End	_		NA	NA	08/20/20
				To:	15-699					
$\bigcirc$				From:	15-712					
707	0.06	120	R	To:	15-640	_		NA	NA	08/27/20
				From:	Dead End					
708)	1.50	70	R	<u> </u>	Dead End	_		NA	NA	07/10/20
				To:	15-648					
$\bigcirc$				From:	Dead End					00/10/00
709	3.10	220	R			_		NA	NA	08/10/20
	1.90	640	R	From:	15-696			NA	NA	08/10/20
709	1.90	040	K	To:	15-692	1		INA	NA.	00/10/20
				From:	15-711					
710	0.28	250	R					NA	NA	07/16/20
				To: From:	15-1331	<u> </u>				
710	0.72	90	R					NA	NA	07/16/20
	2.22			From:	0.72 ME 15-1331					07/40/00
710	0.80	90	R	To:	Dead End	7		NA	NA	07/16/20
				From:	NCL ALTAVISTA					
(711)	0.40	1300	R	<u> </u>	THE STATE OF THE S			NA	NA	1998
$\bigcirc$				To: From:	15-712 EAST 15-712 WEST					
(711)	1.50	420	R		15-/12 WES1	_		NA	NA	07/16/20
				To:	15-710					
(711)	3.00	100	R	From:				NA	NA	1993
				To: From:	15-626	<u> </u>				
(711)	2.00	220	R			_		NA	NA	07/16/20
				To: From:	15-682					
712	0.41	250	R	From:	SR 43 WEST			NA	NA	1995
712)	0.11	200	• • • • • • • • • • • • • • • • • • • •	To:	SR 43 MID					1000
	0.60	1500	В	From:	SR 43 EAST			NΙΔ	NΑ	1009
(712)	0.69	1500	R			_		NA	NA	1998
(712)	1.98	810	R	From:	15-714	_		NA	NA	1998
(712)	1.00			To:	15 711 FACT			14/1	1473	1000
(712)	1.33	960	R	From:	15-711 EAST			NA	NA	1998
				To:	US 29 BUS NORTH					
740	1 50	720	R	From:	US 29 BUS SOUTH	_		NA	NA	1998
712	1.59			To	15 (00			11/7		
(712)	0.12	48	R	From:	15-699			NA	NA	08/27/20
(12)				To:	Dead End					25,2.,20
						_	_		·	· · · · · · · · · · · · · · · · · · ·

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Campbell County				From:	15-626	1						
713)	1.00	400	R		15-020			NA		NA		07/24/2001
				To	15-627							
$\bigcirc$			_	From:	NCL ALTAVISTA	<u> </u>						
714	1.03	2700	R					NA		NA		1998
	0.68	1600	R	From:	15-712	_		NA		NA		1998
714)	0.00	1000	K	To:	15-626	1		INA		INA		1990
				From:	15-681							
715	0.72	NA				<del>_</del>		NA		NA		
				To:	15-681							
	0.27	40	R	From:	Cul-de-Sac			NA		NA		07/16/2001
716	0.27	40	K	To	15-631	7		INA		INA		07/10/200
				From:	Dead End	Ì						
718)	1.69	180	R			_		NA		NA		1998
				To:	15-630							
$\bigcirc$	0.70	440	_	From:	Dead End			NIA		NIA		07/00/0004
719	0.70	110	R	To:	15-606	7		NA		NA		07/09/2001
				From:	Dead End							
720	0.70	260	R		Doug Esta			NA		NA		07/17/2001
				То:	15-601							
$\bigcirc$	0.00		_	From:	15-646							4000
(721)	0.22	230	R					NA		NA		1998
	0.18	80	R	From:	15-926			NA		NA		1998
721)	0.18	80	K	To:	Dead End	1		INA		INA		1990
				From:	Dead End							
722	0.42	30	R			_		NA		NA		07/09/2001
				To:	15-643							
	0.00	200	_	From:	Dead End			NIA		NIA		4000
(723)	0.60	260	R	To:	US 29	7		NA		NA		1998
				From:	15-699							
724	0.11	20	R					NA		NA		08/20/2001
				To:	15-761							
$\bigcirc$	4.40	450	_	From:	15-811							4000
725	1.10	450	R	To:	15-682	7		NA		NA		1998
				From:	US 460							
726	0.34	6300	R		05 100			NA		NA		1998
				To:	15-609	<del></del>						
726	2.43	6400	R	Troni.				NA		NA		1998
				To: From:	2.43 MN 15-609	⊒——						
726	1.42	410	F		P (F)	_		48	F	410	F	2001
				To:	Dead End	<del> </del>						
(727)	1.70	170	R	erond.	Dead End	_		NA		NA		07/10/2001
727	0			To:	15-701							31.13.2001
				From:	Dead End							
728	0.30	30	R	_		_		NA		NA		08/14/2001
				To:	15-633							
700	0.20	120	R	From:	Dead End	_		NA		NA		08/27/2001
729	0.20	120	ĸ	To:	0.20 M FRM Dead End			INA		INA		00/21/2001
						_						

				'	Campbell County Ma	Truck		-	Design				
Route	Length	AADT	QA	4Tire	e Bus	3+Axle 1Trail		QC	Hour	QK	AAWDT	QW	Year
Campbell County				From:	0.20 M FRM D	ead End	1						
(729)	0.26	130	R		0.20 W I KW D	cad End	<b>-</b>		NA		NA		08/27/200
				To	US 501								
(720)	0.20	150	R	From:	15-646				NA		NA		07/17/200
730	0.20			To:	15-601		1						017117200
$\bigcirc$			_	From:	15-604								
731)	1.40	40	R	To:	15-646		1		NA		NA		07/09/200
				From:	Dead En								
732	1.25	130	R	To:	15.625		_		NA		NA		08/14/200
				From:	15-635 15-712								
733	0.70	80	R	<u> </u>	13-712				NA		NA		07/18/200
				To:	Dead En								
(724)	1.40	320	R	From:	Dead En	d	_		NA		NA		08/20/200
(734)	1.10	020	IX.	To:	US 29				14/1		1 4/7		30,20,200
$\bigcirc$				From:	Cul-de-S	ac							00/05/55
735)	0.42	80	R	To	15-622		7		NA		NA		08/29/200
				From:	Dead En								
(736)	1.15	90	R	т	15.615		_		NA		NA		07/17/200
				To:	15-615 15-651								
(737)	3.10	320	R	<u> </u>	13-031		_		NA		NA		1998
				Tor	15-656								
(720)	0.13	660	R	From:	SR 24				NA		NA		1998
738	0.10		• • • • • • • • • • • • • • • • • • • •	To:	Y Int; Gap Te		1						1000
(738)	0.06	820	R	From:	15-754 Gap Te	erminus			NA		NA		1998
(730)				To: From:	0.06 M FRM	05-754							
738)	1.54	910	F	98%		1% 0%	0%	F	100	F	910	F	2001
				To: From:	15-685								
738)	0.12	5900	R	To:	US 29 SOU	JTH	7		NA		NA		1998
$\bigcirc$	0.70	0000		From:	US 29 M				NIA		NIA		4000
(738)	0.78	2000	R	To:	15 (22 NO)	OTT I	_		NA		NA		1998
(738)	0.43	2500	R	From:	15-622 NOI	KIH			NA		NA		1998
				To: From:	15-680								
738	1.62	3400	R		VIG 20 VIO		_		NA		NA		1998
				To: From:	US 29 NOF								
739	0.04	11000	R		US 400 B	U <b>S</b>	_		NA		NA		1998
<u> </u>				To:	SCL LYNCH								
740	1.00	90	R	From:	15-626				NA		NA		1998
740	1.00			To	Dead En	d			14/1		14/1		
	_			From:	US 460 WI	EST							
742	0.54	70	R	To:	US 460 EA	ST	7		NA		NA		1998
				From:	15-1520								
744)	0.04	820	R				<del>-</del>		NA		NA		1998
$\mathcal{O}$				To	SCL LYNCH	BURG							

				C	ampbell County Maintenance Area			Б :		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	SR 24	1				
(745)	0.50	90	R	Troni.	SR 24			NA	NA	1998
(745)				To	Dead End	1				
				From:	15-660	_				
746	80.0	NA				_		NA	NA	
<u> </u>				To:	Dead End					
(Tab)	0.40	8	R	From:	SR 24; 15-692			NA	NA	08/20/200
748	0.40	Ü	IX.	To:	Dead End	1		INA	INA	00/20/200
				From:	SR 40					
749)	1.00	130	R					NA	NA	1998
$\bigcirc$				To:	15-618					
$\bigcirc$				From:	US 29					00/07/00
750	0.36	270	R			_		NA	NA	08/27/200
	0.44	000		From:	15-912			NIA	NIA.	00/07/00
750	0.44	260	R	To:	Dead End	7		NA	NA	08/27/200
				From:	15-686	<del></del>				
751)	2.00	210	R		13 000			NA	NA	07/10/200
				To:	15-701					
				From:	Dead End					
752	0.10	240	R					NA	NA	05/30/200
				To: From:	0.10 MN Dead End					
752	0.30	300	R					NA	NA	05/30/200
_				To: From:	15-918					0=100100
752	0.40	360	R	To:	US 460	7		NA	NA	05/30/200
				From:	US 29	1				
(754)	0.36	140	R		US 29			NA	NA	09/25/200
734)				To:	15-689					
754	0.15	290	R	From:	13-007			NA	NA	09/25/200
				To:	15-738	٦				
754)	0.10	80	R	From:	30 100	_		NA	NA	09/25/200
$\bigcirc$				To:	Dead End					
$\bigcirc$				From:	Dead End					
755	0.60	90	R	To:	15-600	7		NA	NA	1998
				From:	15-601					
756	1.80	160	R		13-001			NA	NA	1998
730				To:	Charlotte County Line					
				From:	15-660					
757	3.00	110	R			_		NA	NA	05/30/200
<u> </u>				To:	15-656					
	0.13	140	R	From:	Dead End			NA	NA	1986
758)	0.13	140	K	To:	US 29; FR 905	7		INA	INA	1900
				From:	US 501					
759	0.09	110	R		+	_		NA	NA	08/14/200
$\bigcirc$				To	15-803					
$\bigcirc$				From:	15-797					
760	0.11	10	R	To:	D 12 1	7		NA	NA	07/17/200
				To:	Dead End	<u> </u>				
(761)	1.20	580	R	erom'	Pittsylvania County Line	_		NA	NA	1998
761	1.20	200		To	15-633 SOUTH	7		. 4/ 1	14/1	1000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	15-633 SOUTH	1					
761)	3.15	640	R	L	13-033 500 111			NA	NA		1998
				To: From:	15-705	]——					
761	1.97	1100	R					NA	NA		1998
761)	1.67	2500	R	From:	15-699			NA	NA		1998
761)	1.01		.`.	To:	US 501; 15-652						1000
$\bigcirc$				From:	Dead End						
762)	0.58	20	R	To:	15-646	_		NA	NA		07/17/20
				From:	15-802						
763)	0.51	180	R			<del></del>		NA	NA		1998
				To:	15-800						
760)	0.08	400	R	From:	15-859	_		NA	NA		1998
769)	0.00		.`.	To	15-779 WEST						1000
769	0.05	830	R	From:	13-117 WEST			NA	NA		1998
				To: From:	15-1515						
769	0.03	860	R					NA	NA		1998
				To: From:	15-779 EAST	]——					.=
769	0.06	1200	R			_		NA	NA		07/18/20
760)	0.26	1200	R	From:	15-782	_		NA	NA		1998
769)	0.20	.200	.``	To:	US 460 BUS						1000
				From:	15-1651						
770)	0.38	170	R	To:	15-835	_		NA	NA		1998
				From:	Dead End						
771)	1.80	240	R		Dead End			NA	NA		07/09/20
$\mathcal{O}_{\mathcal{O}}$				To:	15-646						
$\bigcirc$	0.65	40	_	From:	15-643			NIA	NIA		07/00/20
772)	0.65	40	R	To:	Dead End	7		NA	NA		07/09/20
				From:	SR 24						
773	0.07	220	R	_		_		NA	NA		1998
				To: From:	15-683						
775)	1.25	80	R	Pioni.	Dead End	_		NA	NA		07/09/20
,,,,,				To:	15-657						
$\bigcirc$				From:	Dead End						
776)	1.10	70	R	To:	15-648	7		NA	NA		07/09/20
				From:	Dead End	İ					
778	0.75	80	R			_		NA	NA		07/10/20
				To:	US 501						
	0.53	200	R	From:	15-769 WEST			NA	NA		1998
779	0.55	200	IX.	To:	15-769 EAST	7		INA	IVA		1990
			,	From:	Dead End		,				
781)	1.30	90	R	т.		_		NA	NA		1998
				To: From:	SR 24						
782	0.06	230	R	riom!	15-859			NA	NA		1998
102)	0.06			To	15-828	¬			177		.000
782	0.17	350	R	From:	13-020			NA	NA		1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Campbell County				From:	Dead End	1				
783	0.07	40	R		Dead Elid	_		NA	NA	1998
				To	15-713					
				From:	15-683 SOUTH					
784	0.42	440	R	. —		_		NA	NA	1998
				To: From:	15-683 NORTH	1				
705	0.80	40	R	Pioni.	Dead End			NA	NA	07/09/2
785	0.00			To:	15-643					0.70072
				From:	15-605					
786	0.80	60	R			_		NA	NA	1998
<u> </u>				To:	Dead End					
	0.60	160	R	From:	Dead End	_		NA	NA	05/30/2
787)	0.60	160	ĸ	To:	15-609	1		NA	INA	05/30/2
				From:	15-663					
788	0.80	47	R	<u> </u>	10 000	_		NA	NA	07/09/2
				To:	Dead End					
				From:	US 460 BUS					
789	0.15	360	R					NA	NA	08/14/2
	0.15	400		From:	0.15 ME OF US 460 BUS	]		<b></b>		400
789	0.15	180	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	15-615 SOUTH					
790	2.40	100	R		13-013 SOO III	_		NA	NA	07/10/2
,730)				To	15-615 NORTH	1				
				From:	US 460 BUS	j				
791	0.55	400	R	_ —		<b>-</b> 1		NA	NA	1998
<u> </u>				To:	Dead End					
	0.70	120	R	From:	Dead End	_		NA	NA	07/17/2
792	0.70	120	K	To:	15-600	1		INA	INA	01/11/2
				From:	15-609	İ				
793	0.40	190	R			_		NA	NA	05/30/2
$\bigcirc$				To:	Dead End					
$\overline{}$				From:	15-648					
794)	0.30	10	R	To:	Dood End	7		NA	NA	07/09/2
				From:	Dead End	1				
705	1.10	50	R	r toin.	15-601	J		NA	NA	07/17/2
795				To	Dead End	1				0.,,_
				From:	Dead End					
796)	0.20	170	R			_		NA	NA	1998
				To:	US 460 BUS					
	0.45	4-	_	From:	15-650			NIA	NIA	07/47/6
797)	0.45	47	R			_		NA	NA	07/17/2
	0.25	30	R	From:	0.45 ME 15-650			NA	NA	07/10/2
797	0.20	30	К	To:	Dead End	1		INA	INA	01/10/2
				From:	15-615	<del>†        </del>				
798)	0.25	90	R		10 010			NA	NA	07/17/2
				To:	Dead End					
				From:	Dead End					
799	1.12	110	R	Te.		7		NA	NA	1998
				To:	15-609					

Route	Length	AADT	QA	4Tire	Bus 24 Allo 4 Trail		QC	Design	QK AAWDT	QW	Year
Campbell County	-				2Axle 3+Axle 1Trail	21 rail		Hour			
	0.00	4500	_	From:	US 460			NIA	NIA		4000
800)	0.66	1500	R			_		NA	NA		1998
200	0.13	540	R	From:	SR 24	_		NA	NA		1998
800	0.10	340		To	Appomattox County Line	$\exists$		14/3	IVA		1550
				From:	Charlotte County Line						
801)	0.30	50	R			_		NA	NA	07/	/17/20
				Tor	15-600						
200	0.11	320	R	From:	15-800			NA	NA		1998
802	0.11	320		To:	US 460			14/3	IVA		1550
				From:	Dead End						
803)	0.06	40	R					NA	NA		1998
				To: From:	15-759						
803)	80.0	30	R	_		_		NA	NA		1998
				To:	Dead End						
<u></u>	0.96	320	R	From:	15-606			NA	NA	07/	/17/20
804)	0.30	320	IX.	To	Dead End	1		INA	INA	017	17/20
				From:	Dead End	i					
805)	1.40	140	R					NA	NA	07/	/10/20
				To:	15-615						
$\bigcirc$	0.75	400		From:	15-606			NIA	NIA		4000
806	0.75	100	R	To:	Dead End	_		NA	NA		1998
				From:	Dead End						
808)	0.41	40	R		Dotte Line		NA	NA	08/	/20/20	
				To:	SR 24						
$\bigcirc$				From:	15-643						
809	0.55	100	R	То:	Dead End	_		NA	NA	07/	/17/20
				From:	Dead End	<u> </u>					
810)	0.33	120	R		Dead End			NA	NA	08/	/10/20
9				To:	SR 24						
$\sim$				From:	Bedford County Line						
811)	2.85	480	R					NA	NA		1998
				To: From:	15-725						
811)	0.11	220	R	To:	SR 24	1		NA	NA		1998
				From:	15-811						
812	0.44	660	R		13 011			NA	NA		1998
				To:	SR 24						
$\overline{}$				From:	US 29						
814)	0.35	250	R	То:	Dead End	_		NA	NA	08/	/27/20
				From:							
815)	0.13	90	R		15-832			NA	NA		1998
9.19				To:	15-833						
				From:	Dead End						
816)	0.60	150	R	Te:	an at	_		NA	NA		1998
				To: From:	SR 24	1					
010	0.57	70	R	1-10HE	15-663			NA	NA	07/	/09/2n
818	0.07			То:	Dead End				INC		07/09/20
				From	Dead End						
819)	0.40	70	R			_		NA	NA	05/	/30/20
<u> </u>				To:	US 460						
1/06/0000					വ						

				C	ampbell County Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 24 Avia 21 Avia 1 Trail		QC	Design	QK AAWDT	QW Year
Campbell County					2Axle 3+Axle 1Trail	21 rail		Hour		
				From:	Dead End					
820	0.70	40	R	To	15 (4)	_		NA	NA	07/09/2001
				From:	15-646 15-705	1				
821)	0.81	120	R		15-705			NA	NA	08/20/2001
021)				To:	Dead End					
				From:	15-618					
822	0.30	40	R	_				NA	NA	1998
				To:	Dead End					
(000)	0.55	120	R	From:	Dead End			NA	NA	07/16/200
823	0.55	120	- 1	To:	15-682			INA	IVA	01/10/200
				From:	15-696					
824)	1.65	280	R					NA	NA	08/20/2001
$\cup$				To:	15-705					
$\bigcirc$			_	From:	15-696					
825	0.20	30	R	To:	Dead End	_		NA	NA	08/10/2001
				From:	Dead End  Dead End	<u> </u>				
826	0.33	80	R		Dead End			NA	NA	08/14/2001
(020)				To	15-635					
				From:	15-853 WEST					
827)	0.35	100	R					NA	NA	1998
				To:	15-853 EAST					
$\bigcirc$	0.04	4=0		From:	15-782					00/07/000
828	0.24	170	R	To	US 460 BUS	_		NA	NA	08/27/2001
				From:	15-624					
829	0.42	1500	R		13-024			NA	NA	1998
623				To:	US 460 BUS; 15-1505					
				From:	Dead End					
830	0.26	370	R	_	NA US 460 RUS	NA	08/14/2001			
				To:	US 460 BUS					
	0.29	50	R	From:	Cul-de-Sac NA	NΔ	NA	07/18/2001		
831)	0.29	30	IX.	To:	15-712	1		INA	INA	07/10/2001
				From:	SR 24	i				
832	0.14	230	R	<u></u>				NA	NA	1998
				To: From:	15-815	<b>—</b>				
832	0.08	70	R	110111.				NA	NA	1998
$\bigcirc$				To:	Dead End					
$\bigcirc$				From:	SR 24					
833	0.08	170	R					NA	NA	1998
	0.10	440	_	From:	15-815			NIA	NIA	00/4 4/0004
833	0.13	140	R	To:	Dead End	_		NA	NA	08/14/2001
				From:	15-615	1				
834)	1.10	120	R	L	13-013			NA	NA	07/09/2001
				To:	Dead End					
			<u> </u>	From:	15-1670					
835	0.36	540	R					NA	NA	08/20/2001
				To: From:	15-1526					
835)	0.11	0.11 <b>650</b> R	R	_				NA	NA	08/20/2001
				To: From:	15-770					
835)	0.12	).12 <b>1700 R</b>	R	. —				NA	NA	08/20/2001
				Tor	15-1527					

				C	ampbell (	County Main									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Campbell County				_		ZAXIE 31	FAXIC	TTTAII	ZIIali		rioui				
	0.00	4000		From:		15-1527					N10		NIA		00/00/0004
(835)	0.28	1900	R	To:		15-622			1		NA		NA		08/20/2001
				From:		US 460			1						
836	0.45	210	R	<u> </u>		05 400					NA		NA		07/26/2001
				To:		Dead End									
				From:		FR-794									
837)	0.18	100	R						_		NA		NA		08/29/2001
				To:		15-677									
(000)	0.13	60	R	From:		Dead End			_		NA		NA		1998
838)	0.15	00	IX.	т		15.001			-		INA		INA		1990
(020)	0.07	730	R	From:		15-891					NA		NA		1998
838	0.01	700	• • • • • • • • • • • • • • • • • • • •	To:		110 501			7		14/1		14/1		1000
620	0.17	690	R	From:		US 501					NA		NA		1998
838	• • • • • • • • • • • • • • • • • • • •			To:		Dead End			1						.000
				From:		15-682									
839	0.30	30	R								NA		NA		07/16/2001
$\cup$				To		Dead End									
				From:		Dead End									
840	0.68	330	R						_		NA		NA		07/24/2001
				To:		SR 43			1						
	0.54	270	R	From:		US 460 BUS	5				NA		NA		1998
842	0.54	210	K	To:	US	S 460 BUS NO	RTH		7		INA		INA		1990
				From:		15-665									
(846)	0.09	30	R	<u> </u>		13-003					NA		NA		08/27/2001
010				To:		Dead End			]						
				From:		Dead End									
(847)	0.60	190	R						_		NA		NA		08/22/2001
				To:		15-682									
Town of Brookneal				From:		15-601			1						
(849)	0.10	360	R			13-001					NA		NA		07/31/2001
043)				To		15-1126									
(849)	0.45	250	R	From:		13-1120			<u></u>		NA		NA		07/31/2001
043)				To:		Dead End									
Campbell County															
				From:		Dead End									
(850)	1.45	80	R	To:		15.000			7		NA		NA		1998
				From:		15-660									
(054)	1.57	410	R	Pioni.		Dead End					NA		NA		05/30/2001
851)	1.57	710		To:		15-660 NORT	Ή		7		IVA		IVA		03/30/2001
$\bigcirc$				From:		15-660 SOUT									
(851)	0.55	280	R	To:		611.6			_		NA		NA		05/30/2001
				_		Cul-de-Sac			1						
(050)	0.43	30	R	From:		15-851			J		NA		NA		1998
852	0.40	30	IX.	To:		Cul-de-Sac			1		1 11/7		INA		1930
				From:		15-622 WES			i						
853	0.16	350	R								NA		NA		1998
				To		15-827 WES	Т		1						
853	0.10	200	R	From:		10 027 1110	-		_		NA		NA		1998
		200		To		15-827 EAST	Г		NA						
853)		320	R	From:		13-021 EAS			_		NA		NA		1998
				To:		15-622 EAST	Γ		1						
·															

					ampbell County Maintenance Area		,	Design					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year			
Campbell County				From:	15-615	1							
854)	0.40	180	R		10 010			NA	NA	07/10/20			
				To	Dead End	Ţ							
$\bigcirc$	0.50	E40	-	From:	Bedford County Line			NIA	NIA	1000			
858	0.50	540	R			_		NA	NA	1998			
	0.65	2200	R	From:	15-623 WEST			NA	NA	1998			
858	0.05	2200	IX	To:	15-1580			INA	INA	1990			
				From:	15-769								
859	0.19	580	R					NA	NA	1998			
				To: From:	15-1546								
859	0.03	1200	R	TOM:				NA	NA	1998			
				To:	15-1515	]——							
859	0.07	1400	R					NA	NA	1998			
				To: From:	15-782								
859	0.18	1500	R					NA	NA	1998			
				To: From:	15-1528								
859	0.06	1800	R	_		_		NA	NA	1998			
				To:	US 469 BUS								
	0.10	30	R	From:	Dead End; .10 MW			NA	NIA	07/17/20			
860	0.10	30	ĸ	_		_		INA	NA	07/17/20			
	0.40	40	R	From:	15-601			NA	NA	07/17/20			
860	0.40	40	K	To:	Dead End; .40 ME 601	_		INA	INA	07/17/20			
				From:	15-1520								
862)	0.04	370	R	<u> </u>	13 1320			NA	NA	1998			
<u></u>				To:	SCL LYNCHBURG								
				From:	Dead End								
863)	0.10	90	90	90	90	R			_		NA	NA	08/27/20
				To:	US 29								
	0.40	50	_	From:	Dead End			NIA	<b>N</b> 10	07/04/00			
865	0.10	50	R	To:	15-713	7		NA	NA	07/24/20			
				From:	15-714	1							
866)	0.20	130	R		13-/14			NA	NA	07/18/20			
				To:	15-733								
				From:	Dead End								
867)	0.45	30	R			_		NA	NA	07/09/20			
				To:	15-604								
	0.43	200	R	From:	15-605			NA	NA	07/17/20			
868	0.43	200	K	To:	Dead End	7		INA	INA	07/17/20			
				From:	Dead End	1							
869	0.35	170	R	<u> </u>	Dente Ellie			NA	NA	08/29/20			
				To:	US 501; 15-1029								
<u> </u>				From:	Dead End								
870)	0.20	180	R		17.05	_		NA	NA	08/07/20			
				To:	15-858	1							
	0.33	ΕO	P	From:	Dead End			NIA	NΙΛ	1000			
871	0.33	50	R	To:	15-623; 15-1587	7		NA	NA	1998			
Town of Brookneal					10 020, 10 1007								
Own of Drookilear				From:	US 501								
874)	0.10	40	R			_		NA	NA	1998			
$\overline{}$				To:	Dead End								

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year						
Campbell County				-		ZIIali		i ioui								
875)	0.12	20	R	From:	15-712	_		NA	NA	08/27/200						
(875)				Tor	Dead End											
Town of Brookneal				From:	5 17 1											
(976)	0.03	70	R	From:	Dead End			NA	NA	07/31/200						
(876)				To:	US 501					0.70.7200						
Campbell County																
077	0.50	1600	R	From:	US 460 BUS	_		NA	NA	1998						
(877)	0.00			To:	15-1545					1000						
877)	0.16	1800	R	From:	13-1343	_		NA	NA	1998						
				To: From:	15-1570	1—										
877)	0.30	940	R			_		NA	NA	1998						
				To:	15-1597											
$\bigcirc$	0.04	70	_	From:	Dead End			NIA	NIA	4000						
878	0.34	70	R	To:	15-792	1		NA	NA	1998						
				From:	SR 24											
879)	0.30	60	R		SK21			NA	NA	1998						
				To	Dead End											
$\sim$				From:	SR 24											
(880)	0.20	30	R	To:	D 15 1	_		NA	NA	08/20/200						
				From:	Dead End											
(004)	0.63	70	R	From	15-600	_		NA	NA	1998						
(881)	0.00	70		Tor	Dead End	7		1471	147	1000						
				From:	Dead End											
882	0.17	30	R	<u></u>		_		NA	NA	07/16/200						
				To:	15-694											
		70	70	7.0	70	70	70			From:	Dead End		NΔ			
(883)	0.40	70	R	To:	15-615	NA T	NA	07/17/200								
				From:	US 501	1										
(884)	0.24	420	R		US 301	_		NA	NA	08/29/200						
004)				To:	Dead End											
				From:	15-678											
(885)	0.16	330	R			_		NA	NA	08/27/200						
				To:	Dead End											
	0.10	60	R	From:	Dead End			NA	NA	1998						
886	0.10	00	ĸ			_		INA	INA	1990						
	0.06	120	R	From:	0.10 ME Dead End	_		NA	NA	08/14/200						
886	0.00	120		To:	US 501	1		INA	INA	00/14/200						
				From:	Dead End	i										
888	1.03	190	R	<u></u>		_		NA	NA	1998						
				To: From:	15-908	1—										
888	0.35	290	R			_		NA	NA	1998						
				To:	US 29											
			_	From:	15-624 SOUTH					001: :/2						
889	0.14	140	R	To:	15 624 NODTU	1		NA	NA	08/14/200						
	<u> </u>			From:	15-624 NORTH  Dead End											
890)	90) 0.40	50	R		Dead End	_	NA	NA	NA	07/17/200						
				To:	15-600	1_										
									<del></del>	<del></del>						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year	
Campbell County				From:	15-671	1					
891	0.03	170	R		13-0/1	_		NA	NA	08/14/200	
				To	15-838						
				From:	US 460 BUS	j					
892	0.11	480	R					NA	NA	1998	
				To: From:	15-1516	]					
892) 892)	0.15	360	R			_		NA	NA	1998	
$\overline{}$				From:	15-1517	_					
892)	0.44	330	R	To:	US 460 BUS NORTH	7		NA	NA	1998	
				From:	Dead End	+					
893	0.20	80	R		Deau Enu	_		NA	NA	1998	
093)				To: From:	0.20 ME Dead End						
893	0.30	150	R	From:	0.20 ME Dead End			NA	NA	1998	
				To:	15-725						
				From:	US 501 SOUTH						
894)	0.40	120	R			_		NA	NA	1998	
<u> </u>				To:	US 501 NORTH						
	0.40	4500		From:	15-664	_		NIA	NIA	4000	
895)	0.10	1500	R	To:	US 501	7		NA	NA	1998	
				From:	Cul-de-Sac						
896	1.02	250	R	<u> </u>	Cur-uc-sac	-		NA	NA	07/16/200	
000				Tor	SR 43						
_				From:	15-615	_					
897)	0.60	190	R			_		NA	NA	07/10/200	
				To:	Dead End						
	0.50		_	From	15-680					4000	
898	0.50	70	R	To:	US 501	7		NA	NA	1998	
				From:		+					
900	0.06	NA	NA	NA		Troni.	Cul-de-Sac	NA	NA	NA	
899	0.00			To:	15-896	7					
				From:	15-713						
900)	0.15	50	R					NA	NA	1998	
$\bigcirc$				To:	Dead End						
$\bigcirc$				From:	Dead End					20111100	
901)	0.25	50	R	To:	15-612	7		NA	NA	08/14/200	
				From:							
902)	0.13	80	R		Dead End; .13 MS	_		NA	NA	08/20/200	
902				To:	15-888					33,20,200	
902	0.13	80	R	From:	13-000			NA	NA	08/20/200	
002				To:	Cul-de-Sac						
				From:	15-600	1					
903)	0.35	100	R					NA	NA	07/17/200	
<u> </u>				To:	Dead End						
$\bigcirc$		465	_	From:	15-655						
904)	0.30	130	R	To:	Dead End	7		NA	NA	1998	
				From:		+					
005	0.25	80	R		Dead End	_		NΔ	NA	1998	
905	U.20			То:	15-682	1		NA			
				From:	US 29						
0.34	120	R			_		NA	NA	08/27/200		
				To:	15-907						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:		-1				
907)	0.06	60	R	Piolii.	15-906	_		NA	NA	08/27/200
907)	0.00			Tor	15-696					00/21/200
				From:	Dead End; .67 MN					
908	0.67	70	R					NA	NA	08/20/200
				To: From:	15-888					
908	0.22	70	R					NA	NA	08/20/200
				To:	Dead End; .22 MS					
	0.11	150	R	From:	15-696	_		NA	NA	07/18/200
909	0.11	130	K	To:	15-700	1		INA	INA	07/10/200
				From:	US 501					
910	0.68	70	R				NA	NA	NA	1998
				Tor	Dead End					
				From:	Dead End					
911)	80.0	70	R			_		NA	NA	08/14/20
				To:	15-622					
	0.68	300	R	From:	15-750			NA	NA	08/27/20
912)	0.00	300	K	To:	US 29			INA	INA	06/27/200
				From:	15-646					
913	0.05	8	R		15 6.6			NA	NA	1998
				To:	0.05 ME 15-646					
	0.15	2	R	From:	0.06 ME 15-646			NA	NA	1998
913)	0.13	2	K	To:	Dead End	1		INA	INA	1990
				From:	Dead End					
914)	1.00	150	R		Betta Ena			NA	NA	08/20/20
•••				To:	15-696					
<u> </u>				From:	Dead End					
915)	0.25	60	R			_		NA	NA	1998
				To:	15-692					
	0.12	70	R	From:	Dead End		NA	NΙΔ	NA	1998
916)	0.12	70	K	To:	US 501			INA	INA	1990
				From:	US 501 SOUTH	1				
917)	1.63	970	R		0.5001.500111			NA	NA	1998
				To: From:	15-605					
917)	0.91	1000	R	From:				NA	NA	1998
$\mathcal{O}_{\mathbb{C}}$				To:	US 501 NORTH					
				From:	15-752					
918	0.25	120	R	т	5 15 1	_		NA	NA	05/30/200
				To: From:	Dead End					
	0.50	70	R	From:	15-615	_		NA	NA	07/10/200
919	0.00			To:	Dead End	7		1471	14/1	07/10/200
				From:	Dead End					
920	0.45	60	R		- N			NA	NA	1998
$\bigcirc$				To	15-696					
$\overline{}$				From:	15-670					
921	0.48	170	R	т	D 15 1	_		NA	NA	08/29/200
				To:	Dead End					
0.24	90	R	From	Dead End	_		NA	NA	08/20/200	
0.24	90	ĸ	To:	US 29			INA	INA	00/20/20(	
					552,					

					Jampbell County Maintenance Area		66	Design	OV			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year		
Campbell County				From:	US 29	Ī						
924)	0.22	60	R			<b>_</b>		NA	NA	1998		
$\bigcup$				Tor	Dead End							
$\bigcirc$	0.00	400	-	From:	15-605			NIA	NIA	00/4.4/06		
925)	0.39	160	R	To:	Dead End	_		NA	NA	08/14/20		
				From:	15-721	1						
926)	0.14	50	R	<u> </u>	13-721	_		NA	NA	07/09/20		
920				To:	Dead End							
				From:	15-648							
927)	0.15	130	R			_		NA	NA	07/17/20		
				To:	Dead End							
Town of Brookneal				From:	Dead End							
928)	0.05	110	R	<u> </u>	Dead End	_		NA	NA	1998		
320)				To:	US 501							
Campbell County												
	0.40			From:	15-725					1000		
929)	0.10	80	R	To:	Dead End	_		NA	NA	1998		
				From:								
930	0.15	120	R		Cul-de-Sac	_!		NA	NA	08/29/20		
930)	01.0			Tor	15-680	1				00,20,20		
				From:	Dead End	1						
931)	0.35	40	R					NA	NA	07/17/20		
$\bigcirc$				To:	15-651							
$\sim$				From:	15-652							
932	0.22	100	100	100	R	To:	Deed First	_		NA	NA	08/14/20
				From:	Dead End							
000	0.03	20	20	20	R	From:	Dead End	_		NA	NA	1998
933	0.00	20		To:	US 501	7	NA	100	1000			
				From:	Dead End							
934)	0.20	80	R			_		NA	NA	08/20/20		
$\bigcup$				To:	15-811							
$\sim$				From:	Dead End							
936)	0.10	70	R	To:	15 (02	_		NA	NA	1998		
				From:	15-682							
027	0.61	160	R	Prom.	Dead End			NA	NA	07/10/20		
937	0.01	.00		To:	15-615			10.	10.	01710720		
				From:	US 29							
939	0.07	130	R					NA	NA	08/27/20		
$\bigcirc$				To:	Dead End							
				From:	Dead End							
941)	0.30	50	R	To:	15 (00	_		NA	NA	1998		
				From:	15-680	<del> </del>						
042)	0.25	450	R	210m.	Dead End	_		NA	NA	07/17/20		
942	0.20			To	15-648					01,11,20		
				From:	Dead End	1						
943)	0.25	70	R					NA	NA	07/17/20		
				To:	15-602							
$\sim$				From:	Dead End							
944)	0.43	60	R		15.50	_		NA	NA	07/16/20		
				Tα·	15-694							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
945)	0.10	20	R		Dead End	_		NA	NA	1993
				Tor	15-640					
$\bigcirc$	0.40		_	From:	Dead End					00/00/00
946	0.10	60	R	To:	15-633	7		NA	NA	08/20/200
				From:	15-701					
947)	0.40	80	R					NA	NA	1998
				То:	Dead End					
	0.20	70	R	From:	15-690			NA	NA	1998
950	0.20	70	K	To:	Dead End	7		INA	INA	1990
				From:	Dead End					
960	0.08	70	R					NA	NA	1998
				To: From:	15-670	]—				
960	0.20	70	R	То:	D 17 1	_		NA	NA	1998
				From:	Dead End	1				
970	0.15	NA		110m.	Dead End			NA	NA	
310				To:	US 501					
$\widehat{}$				From:	05-600					
972)	0.16	140	R	To:	D 17 1	_		NA	NA	1998
				From:	Dead End					
1000	0.11	360	R		15-681			NA	NA	1998
				To	Dead End					
$\sim$				From:	Dead End					
1001	0.25	100	R	То:	SR 24	7		NA	NA	07/09/200
				From:	SR 24					
1002	0.27	100	R		SR 24	_		NA	NA	09/18/200
				To:	Dead End					
$\overline{}$				From:	Cul-de-Sac					
1003	0.08	40	R	To:	15-1002	7		NA	NA	09/18/200
				From:	Dead End					
1005)	0.01	30	R	<u> </u>	Dead End			NA	NA	09/25/200
				To: From:	15-1006	1—				
1005	0.09	80	R			_		NA	NA	07/09/200
<u> </u>				To:	15-737					
	0.20	30	R	From:	15-1005			NA	NA	07/09/200
1006	0.20	30	IX.	To:	15-1007	7		INA	INA	01/03/200
				From:	Dead End	Ì				
1007	0.01	1	R					NA	NA	09/18/200
				To: From:	15-1006	]—				
1007	0.10	30	R	Tor	15 707	_		NA	NA	09/18/200
				To:	15-737					
1010	0.35	90	R		Cul-de-Sac	_		NA	NA	1998
			-	Tor	15-651			-		
				From:	Cul-de-Sac				<u> </u>	
1011)	0.06	40	R	т	15.1000	_		NA	NA	1998
				To:	15-1010					
1015)	0.29	NA			Cul-de-Sac	_		NA	NA	
	J.20			То:	15-836	1				
4/26/2002					31		·			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Cul-de-Sac	1				
1016)	0.32	48	R		Cui-uc-Sac	_		NA	NA	07/26/200
				To	US 460					
$\sim$				From:	US 460					
1017	0.20	360	R	т	15 1010	_		NA	NA	07/26/200
				To: From:	15-1019					
1018)	0.59	160	R	Piolii.	15-1019 SOUTH			NA	NA	07/26/20
1018)	0.55	100		To:	15-1019 NORTH	1		INA	14/3	01/20/20
				From:	Dead End					
1019	0.09	40	R	<u> </u>		_		NA	NA	07/26/20
				To	15-1017	<b>—</b>				
1019	0.10	140	R	From:				NA	NA	07/26/20
				To	15-1020	<b>T</b>				
1019	0.15	110	R	From:		_		NA	NA	07/26/20
				To	15-1018 SOUTH					
1019	0.15	110	R	From:	10 1010 500 111			NA	NA	07/26/20
				To: From:	15-1018 NORTH	<b></b>				
1019	0.18	70	R	From:	13 1010 NORTH	_		NA	NA	07/26/20
1019				To:	Dead End					
				From:	Cul-de-Sac					
1020	0.07	90	R					NA	NA	07/26/20
				To:	15-1019					
_				From:	15-662					
1023)	0.23	70	R			_		NA	NA	05/30/20
				To	Cul-de-Sac					
	0.53		_	From:	Cul-de-Sac					0 = 10 0 10 0
1024	0.53	200	R	To:	15 660	7		NA	NA	05/30/20
				From:	15-662	<u> </u>				
	0.33	30	R	Piolii.	15-1026			NA	NA	09/18/20
1025	0.55	30	IX	To:	Cul-de-Sac	1		INA	INA	09/10/20
				From:	Cul-de-Sac					
1026	0.11	20	R	<u> </u>	cui de bue	_		NA	NA	09/18/20
				То:	15-1025					
				From:	15-1024					
1027)	0.09	30	R					NA	NA	09/18/20
$\bigcirc$				To:	Cul-de-Sac					
$\sim$				From:	US 501; 15-869					
1029	0.08	30	R	To:	5 15 1	_		NA	NA	08/29/20
				_	Dead End					
	0.42	60	ь	From:	Dead End			NIA	NIA	08/27/20
1030	0.13	60	R	To:	15-667	7		NA	NA	06/27/200
				From:		1				
1024	0.26	NA		10.11.	Cul-de-Sac/			NA	NA	
1031)	0.20			To:	15-00726(B)/	1				
				From:	US 460	i				
1035)	0.28	160	R			_		NA	NA	07/24/20
$\cup$				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1040	0.16	240	R			_		NA	NA	05/30/20
$\underline{\hspace{1cm}}$				To:	15-799	<u> </u>				
				From:	Cul-de-Sac					
1043	0.42	380	R					NA	NA	08/01/20

Route	Length	AADT	QA	4Tire	Rus	True 3+Axle		QC	Design Hour	QK .	AAWDT	QW	Year
Campbell County				From:	15-104	13	1						
1044)	0.34	280	R				_		NA		NA		08/01/200
				To	Cul-de-S								
	0.00	450	R	From:	15-104	14	J		NA		NIA		00/04/200
1045	0.22	450	ĸ	To:	15-104	15	7		INA		NA		08/01/200
$\widehat{}$				From:									
1046	0.08	70	R	To:	0.1.1	0	7		NA		NA		08/01/200
				10.	Cul-de-S	Sac							
Town of Brookneal				From:	US 50	)1							
1101	0.29	780	R						NA		NA		08/08/200
$\cup$				To: From:	15-113	30	]——						
1101	0.05	260	R						NA		NA		08/08/200
				To: From:	0.06 ME 15	5-1130	]——						
1101	0.09	20	R				_		NA		NA		1998
				To:	Dead E	nd							
$\bigcirc$	0.04	450	_	From:	15-114	17			NIA		NIA		4000
1102	0.04	450	R				_		NA		NA		1998
	0.10	1000	R	From:	15-111	1	_		NΙΔ		NΙΔ		1000
1102	0.10	1900	ĸ				_		NA		NA		1998
	0.48	1300	R	From:	15-112	25			NA		NA		1998
1102	0.40	1300	IX.				7		INA		INA		1990
1100	0.10	330	R	From:	15-113	13			NA		NA		1998
1102	0.10	000	• • • • • • • • • • • • • • • • • • • •	To:	0.10.10	5 1122	7		1471		14/1		1000
1102	0.14	300	R	From:	0.10 ME 15	5-1133			NA		NA		1998
1102)	0.11	000	•••	To:	Dead E	ind	1						1000
				From:	15-110	)4							
1103	0.05	260	R	-					NA		NA		08/14/200
				To: From:	15-113	35	1—						
1103	0.06	600	R	' <u>-</u>			_		NA		NA		08/08/200
				To: From:	US 50	)1	]						
1103	0.06	1300	R						NA		NA		08/14/200
_				To: From:	15-114	11	]						
1103)	0.08	800	R	т	15.111		7		NA		NA		08/14/200
				To:	15-111								
1104	0.09	110	R	From:	Dead E	nd	J		NA		NA		08/14/200
1104)				To	15 110	20							
1104)	0.23	90	R	From:	15-112	. <del>.</del>			NA		NA		08/14/200
1104				To	15-110	)2							
1104	0.07	60	R	From:	15-110	13			NA		NA		08/14/200
				To:	15-112	28	1						
				From:	US 50	)1							
1105	0.09	50	R						NA		NA		07/31/200
				To: From:	15-113	32	}—						
1105	0.09	60	R						NA		NA		1995
				To: From:	15-113	30	]						
1105	0.06	90	R	т			7		NA		NA		08/08/200
~				To	Dead E		<u> </u>						
	0.14	50	R	From:	Dead E	nd	J		NA		NA		08/08/200
1106	0.14	30	IX.	To	15-112	24	1		i N/A		14/7		JU/JU/200
							-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Brookneal				From:	15-1124	1				
1106)	0.16	220	R			_		NA	NA	08/08/200
				To	US 501	<u> </u>				
	0.03	40	R	From:	Dead End			NA	NA	1993
(1107)	0.03	40	IX.	To:	15 1105	_		INA	INA	1995
(1107)	0.14	70	R	From:	15-1125			NA	NA	07/31/200
				To: From:	15-1137					
1107	0.17	250	R					NA	NA	07/31/200
<u> </u>				To:	15-1102					
(400)	0.12	170	R	From:	US 501			NA	NA	07/31/200
1108	0.12	170		To:	15-1132			1471	147.	077017200
1108)	0.04	30	R	From:	13-1132			NA	NA	07/31/200
				To:	Dead End					
$\bigcirc$				From:	US 501					0=10.110.01
(1109)	0.13	110	R	To:	15-1132			NA	NA	07/31/200
				From:	Dead End					
1110	0.26	80	R					NA	NA	07/31/200
				To: From:	15-1134	]				
1110	0.06	120	R	To:	15 1100	_		NA	NA	07/31/200
				From:	15-1102					
1111	0.23	2000	R	110iii.	US 501			NA	NA	1998
				To:	15-1115; 15-1138					
1111	0.27	3000	R	From:	10 1110, 10 1100			NA	NA	1998
				To:	SR 40					
	0.06	580	R	From:	US 501			NA	NA	07/31/200
1112	0.00	300	K	т	15.1141	_		INA	NA	07/31/200
1112	0.06	140	R	From:	15-1141			NA	NA	07/31/200
				To:	Dead End					
$\overline{}$				From:	SR 40					
(1113)	0.24	120	R	To:	Dead End			NA	NA	08/08/200
				From:	15-1143					
(1114)	0.06	40	R					NA	NA	08/08/200
				To: From:	15-1121	]				
1114	0.07	30	R					NA	NA	08/08/200
	0.44	400		To: From:	SR 40					00/00/00
(1114)	0.11	100	R	To:	15-1144	7		NA	NA	08/08/200
				From:	US 501					
1115	0.28	320	R					NA	NA	1998
				To: From:	15-1117					
1115	0.17	510	R	т	15 1111 15 1100	_		NA	NA	1998
				To:	15-1111; 15-1138					
1116	0.12	240	R		US 501			NA	NA	07/31/200
				To	15-1132	<b></b>		•		2
1116	0.05	230	R	From:	15-1152			NA	NA	07/31/200
				To: From:	0.06 ME 15-1132					
1116	0.08	190	R			_		NA	NA	07/31/200
$\smile$				Tα·	15-1145					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
Fown of Brookneal	_091	<del></del> -		3	2Axle 3+Axle 1Trail	2Trail		Hour	,	
Own of Brooknear				From:	15-1145					
(1116)	0.03	300	R	To	0.1.1.0	_		NA	NA	07/31/2001
				From:	Cul-de-Sac					
(1117)	0.09	45	R	PIOIII.	15-1115	_		NA	NA	1998
				To:	Dead End					
				From:	US 501					
1118	0.09	460	R			_		NA	NA	08/14/200
<u> </u>				To:	Dead End					
	0.09	60	R	From:	SR 40			NA	NA	08/06/200
(1119)	0.00	00	11	To:	15 1114	_		IVA	IVA	00/00/200
(1110)	0.06	40	R	From:	15-1114			NA	NA	08/06/200
(1119)				To:	15-1132					
				From:	Dead End					
(1120)	0.03	20	R			_		NA	NA	08/14/200
<u> </u>				To:	15-1104					
	0.08	150	R	From:	SR 40	_		NA	NA	08/06/200
(1121)	0.00	100		To:	15-1114	1		14/1	10/	00/00/200
				From:	15-601					
(1122)	0.07	46	R	<u>-</u>				NA	NA	07/31/200
				To: From:	15-1123	]				
(1122)	0.05	30	R			_		NA	NA	07/31/200
<u> </u>				To:	Dead End					
	0.15	40	R	From:	15-601			NA	NA	07/31/200
(1123)	0.15	40	IX.	To:	15-1122	7		INA	INA	07/31/200
				From:	Dead End					
(1124)	0.06	160	R			_		NA	NA	08/08/200
				To:	15-1106					
	0.47	400	_	From:	15-1107			NIA	NIA	07/04/000
(1125)	0.17	100	R			_		NA	NA	07/31/200
(1125)	0.19	200	R	From:	15-1137			NA	NA	07/31/200
(1125)	0.19	200	K	To:	15-1102	7		INA	NA	07/31/200
				From:	15-849					
(1126)	0.10	80	R					NA	NA	07/31/200
<u> </u>				To:	15-1127					
$\bigcirc$	0.45			From:	15-1126					07/04/000
(1127)	0.15	50	R	To:	Dead End	1		NA	NA	07/31/2001
				From:	15-1104	1				
1128	0.05	60	R	<u> </u>	13-1104	_		NA	NA	08/14/2001
0				To:	US 501					
$\bigcirc$				From:	SR 40					
(1129)	0.10	20	R	To:	15 1144	_		NA	NA	08/06/2001
				From:	15-1144	<del> </del>				
(1130)	0.02	140	R		15-1148	_		NA	NA	1998
1130				To:	15-1139					
(1130)	0.05	100	R	From:	13-1139			NA	NA	1998
(1130)				To:	15-1131			•		
(1130)	0.06	180	R	From:	13-1131			NA	NA	1998
				To:	15-1101					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Brookneal				From:	15-1101	1					
1130	0.06	100	R		10 1101			NA	NA		1998
				To: From:	15-1105						
1130	0.04	49	R	To	Dead End	7		NA	NA		1998
				From:	15-1130	l					
1131)	0.25	190	R					NA	NA	(	08/06/200
0				To: From:	15-1136						
1131)	0.06	210	R	To:	SR 40	7		NA	NA	(	08/06/200
				From:	15-1116	1					
1132	0.05	40	R		13 1110			NA	NA	(	07/31/200
				To: From:	15-1108						
1132	0.11	60	R			_		NA	NA	(	07/31/200
	0.06	70	R	From:	15-1105			NA	NA		20/08/200
1132	0.06	70	ĸ	To:	15 1101	_		NA	NA	(	08/06/200
1132	0.11	120	R	From:	15-1101			NA	NA	(	08/06/200
(102)				To	15-1139	1					
(1132)	0.06	110	R	From:				NA	NA	(	08/05/200
				To: From:	15-1143	]					
1132	0.08	110	R					NA	NA	(	08/06/200
	2.27	440		From:	15-1119						20/00/00/
1132	0.07	110	R	_		_		NA	NA	(	08/06/200
(1122)	0.07	90	R	From:	SR 40			NA	NA		08/06/200
1132	0.0.		•••	To:	0.07 ME SR 40						30,00,20
1132	0.01	10	R	From:	0.07 WE SR 40			NA	NA	(	08/06/200
$\bigcirc$				To: From:	0.08 ME SR 40						
1132	0.02	10	R			_		NA	NA	(	08/06/200
<u> </u>				To:	15-1144						
1133)	0.27	80	R	From:	15-1102			NA	NA	(	07/31/200
(1133)				To:	Dead End						.,,,,,,,
				From:	Dead End						
1134	0.09	45	R	To:	15 1110	7		NA	NA	(	07/31/200
				From:	15-1110 Dead End	I					
1135)	0.09	180	R		Dead End	_		NA	NA	(	08/14/200
				To:	15-1103						
$\bigcirc$			_	From:	Dead End						
1136	0.03	10	R	To:	15-1131	7		NA	NA		1998
				From:	15-1125	1					
1137	0.09	80	R	<u> </u>				NA	NA	(	07/31/200
				To: From:	15-1107						
1137	0.04	48	R		15 11 10	_		NA	NA	(	07/31/200
				To:	15-1142	<u> </u>					
1138	0.12	1700	R	. 10m.	Dead End	_		NA	NA	(	07/31/200
1130	J., 12			To:	15-1111; 15-1115						
				From:	US 501						
1139	0.15	80	R	To:	15 1100	7		NA	NA		1998
				To:	15-1132						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Town of Brookneal				From:	15-1132	1				
1139	0.05	110	R		15-1152	_		NA	NA	1998
				To: From:	15-1140	]				
1139	0.07	130	R			_		NA	NA	1998
				Tor	15-1130					
	0.44	00	_	From:	15-1101			NIA	NIA	07/04/0
1140	0.11	20	R			_		NA	NA	07/31/2
	0.06	20	R	To: From:	15-1139	_		NA	NA	07/31/2
1140	0.00	20	K	To:	15-1143			INA	INA	01/31/2
				From:	15-1112					
1141)	0.07	130	R		15 1112			NA	NA	07/31/2
				To: From:	15-1103					
1141)	0.05	450	R	From:		_		NA	NA	07/31/2
				To:	Dead End					
				From:	Dead End	]				
1142	0.07	40	R					NA	NA	07/31/2
<u> </u>				To: From:	15-1137					
1142	0.15	140	R	_		_		NA	NA	07/31/2
				To:	15-1102					
	0.05	20	R	From:	15-1114			NA	NA	00/06/2
1143)	0.05	20	ĸ	_		_		INA	NA	08/06/2
	0.05	20	R	From:	15-1132			NΙΔ	NΙΔ	00/06/0
1143)	0.05	20	ĸ	To:	15-1140			NA	NA	08/06/2
				From:	15-1129					
1144	0.06	30	R	<u> </u>	13-1127	_		NA	NA	08/06/2
				To:	15-1114	<b></b>				
1144)	0.07	10	R	From:	15 1111			NA	NA	08/06/2
1144)				To:	15-1132					
_				From:	US 501					
1145	0.20	130	R					NA	NA	07/31/2
				To: From:	15-1146	]				
1145)	0.11	10	R	_		<b>-</b> 1		NA	NA	07/31/2
$\overline{}$				To:	15-1116					
	0.12	130	ъ	From:	Dead End			NA	NA	07/31/2
1146	0.12	130	R	To:	15-1145			INA	INA	07/31/2
				From:	15-1103					
1147)	0.02	220	R		13-1103			NA	NA	08/14/2
				To:	15-1102					
				From:	15-1130					
1148)	0.05	140	R			_		NA	NA	1998
<u> </u>				To:	Dead End					
$\overline{}$	0.05	000	_	From:	US 501		_	NIA	<b>.</b>	00/4/4/0
1149)	0.35	220	R	To	Dead End	7		NA	NA	08/14/2
Samuel Cart					DCAU LIIU	1				
Campbell County				From:	Cul-de-Sac					
1150)	0.28	80	R			_		NA	NA	07/18/2
$\bigcirc$				To:	SR 24	1				
				From:	Cul-de-Sac					
1155	0.32	220	R	To:	17.700	7		NA	NA	08/22/2
				Tor	15-683					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	15-682	1					
1160)	0.34	130	R		10 002			NA	NA		08/22/200
				Tor	Cul-de-Sac						
$\overline{}$				From:	15-00684(B)/						
1164	0.72	NA		To:	Cul-de-Sac/	_		NA	NA		
				From:	US 29						
1190	0.23	80	R	<u> </u>	US 29			NA	NA		08/22/20
				То:	Cul-de-Sac						
				From:	15-733						
1312	0.15	60	R					NA	NA		07/18/20
				To:	Dead End						
$\frown$	0.56	210	ь	From:	Dead End	_		NΙΛ	NΙΔ		07/24/20
1318)	0.56	310	R	To:	15-714			NA	NA		07/24/20
				From:	Dead End						
1326)	0.17	70	R	<u> </u>	Dette Ente	_		NA	NA		07/24/20
				To:	SR 43						
<u> </u>				From:	15-712						
1328	0.17	10	R			_		NA	NA		08/27/20
				Tor	Dead End						
$\frown$	0.07	70	R	From:	15-1332			NA	NA		07/24/20
1330	0.07	70	K	To:	Cul-de-Sac			INA	NA		07/24/20
				From	Dead End						
1331)	0.13	110	R		Dette Line	_		NA	NA		07/16/20
				To	15-710						
<u> </u>				From:	15-1337						
1332	0.16	260	R					NA	NA		07/24/20
				To: From:	15-1333	]					
1332	0.28	510	R	To:	TD 525	_		NA	NA		07/24/20
					FR-626						
	0.11	100	R	From:	Dead End			NA	NA		07/24/20
1333	0.11	100		т	15 1005	_		14/1	107		01/2-1/20
1222	0.12	180	R	From:	15-1335			NA	NA		07/24/20
1333)	0.12	.00	••	То:	15-1332			100	10.		0172 1720
				From:	15-1332						
1334	0.08	30	R			_		NA	NA		07/24/20
$\smile$				To:	Cul-de-Sac						
$\bigcirc$			_	From:	15-1333						0=/0.1/00
1335	0.08	50	R	To:	Cul-de-Sac	7		NA	NA		07/24/20
				From:	15-1332	1					
1336	0.13	60	R		13-1332	_		NA	NA		07/24/20
1000				To	Cul-de-Sac						
				From:	Cul-de-Sac	]					
1337)	0.24	120	R			_		NA	NA		07/24/20
				To:	15-1332						
$\bigcirc$	0.44	400	_	From:	15-1339			N/A	<b>NIA</b>		07/04/00
1338	0.44	160	R	To:	15-896	7		NA	NA		07/24/20
<i>1</i>				From:	15-1338	<u> </u>					
339) 0.4	0.47	80	R	<u> </u>	13-1330	_		NA	NA		07/24/20
1339)	0.47	- 00									01/2-7/20

				C	ampbell Co	ounty ivia				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle			QC	Hour	QK	AAWDT	QW	Year
Campbell County				From:				ī						
(1340)	0.08	120	R	rioii.		15-699				NA		NA		08/27/2001
(1340)				To		15-1341	l							
				From:		Dead En	ıd	_						
(1341)	0.04	48	R					_		NA		NA		08/27/2001
	0.05	50	R	From:		15-1340	)			NA		NA		08/27/2001
(1341)	0.00	30	IX	To:		Dead En	ıd			INA		INA		00/21/2001
				From:		15-692		]						
(1345)	0.12	250	R	To:		D 15		7		NA		NA		08/20/2001
				From:		Dead En								
(1400)	0.74	160	R	140m.		15-623				NA		NA		1998
1440				To	Bed	dford Count	ty Line							
				From:		15-1581								
1401)	0.50	80	R							NA		NA		1998
	0.00	240	R	From:		15-1404	1			NΙΔ		NIA		1000
1401)	0.09	240	ĸ	_		17.110				NA		NA		1998
(1401)	0.12	200	R	From:		15-1403	3			NA		NA		1998
(1401)	···-			To:		15-681								
				From:		Dead En	ıd							
1402	0.18	140	R	_						NA		NA		08/14/2001
	0.40	240		To: From:		15-1403	3			NIA		NIA		00/4 4/0004
1402	0.10	310	R	To:		15-681				NA		NA		08/14/2001
				From:		15-1401								
(1403)	0.15	100	R					_		NA		NA		08/14/2001
				To:		15-1402								
(1404)	0.03	30	R	From:		15-1401	<u>[</u>			NA		NA		08/14/2001
(1404)	0.00			To:		Dead En	ıd			1471		14/1		00/14/2001
				From:		Cul-de-Sa	ac							
(1407)	0.14	130	R	To:		15.050		7		NA		NA		08/14/2001
				From:		15-858 Dead En								
(1408)	0.13	590	R			Dead En	ıa			NA		NA		08/27/2001
				To		15-1421	[	<b></b>						
(1408)	0.20	860	R	Pioni.						NA		NA		08/27/2001
				To: From:		15-679								
(1408)	0.35	250	R							NA		NA		08/27/2001
	0.00	70		From:		15-1416	5			NIA		NIA		00/07/0004
(1408)	0.20	70	R	To:		Dead En	ıd			NA		NA		08/27/2001
				From:		Cul-de-Sa								
(1410)	0.31	140	R							NA		NA		08/14/2001
				To		15-681								
(1416)	0.37	20	R	From:		15-679				NA		NA		08/27/2001
1410	0.01			To:	0	).37 MN 15	6-679	٦						33,21,2001
(1416)	0.07	50	R	From:		1. J IVIIV 13	-017			NA		NA		08/27/2001
				To		15-1408	3							
$\bigcirc$	2.22			From:	SC	L LYNCH	BURG			N1.0		<b>N</b> . 1. 4		00/00/000:
(1417)	0.30	30	R	To:	SC	L LYNCH	BURG			NA		NA		08/29/2001
					50									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-677	1				
1419	0.40	350	R		13-0//	_		NA	NA	08/29/200
<u> </u>				To: From:	15-1420	]——				
1419)	0.09	90	R			_		NA	NA	08/29/200
				To	Dead End					
	0.07	30	R	From:	15-1419			NA	NA	1998
1420	0.07	30	K	Tor	Dead End	1		INA	INA	1990
				From:	15-1408	i				
1421)	0.19	130	R	<u> </u>		_		NA	NA	08/27/20
				To:	15-1422					
				From:	Dead End					
1422	0.30	170	R					NA	NA	08/27/20
				From:	15-1421	]				
1422	0.10	190	R	т		_		NA	NA	08/27/20
				To:	15-679					
	0.63	160	R	From:	15-1423 BEGIN LOOP	J		NA	NA	08/29/20
1423	0.03	100	K			_		INA	INA	00/29/20
	0.06	320	R	From:	15-1424			NA	NA	08/29/20
1423	0.00	320	IX			_		INA	IVA	00/23/20
	0.07	370	R	From:	15-1423 END LOOP			NA	NA	1998
1423	0.07	370	IX	To:	15-677	1		INA	IVA	1990
				From:	15-1423	i				
1424)	0.03	40	R		10 1120			NA	NA	1998
				To	Cul-de-Sac					
<u> </u>				From:	Cul-de-Sac					
1425	0.57	250	R			_		NA	NA	1998
<u> </u>				To:	15-677					
$\bigcirc$	0.09	180	R	From:	15-1423			NA	NA	1998
1426	0.09	100	K	To:	15-1425	7		INA	INA	1990
				From:	ECL LYNCHBURG					
1428)	0.16	340	R	<u> </u>	Bel Birveilberto			NA	NA	08/29/20
				To:	15-1431					
				From:	SCL LYNCHBURG					
1429	0.32	40	R			_		NA	NA	08/29/20
				To:	SCL LYNCHBURG					
	0.00	•	_	From:	Dead End			NIA	NIA	00/07/00
1430	0.06	8	R	To:	US 29	_		NA	NA	08/27/20
				From:	Dead End	<del>-</del>				
1431)	0.06	110	R		Dead End			NA	NA	08/29/20
1401)				To:	15-1428					
1431)	0.09	120	R	From:	13-1420			NA	NA	08/29/20
1-4-1)				To:	Dead End					
				From:	Dead End					
1433	0.28	480	R			_		NA	NA	08/27/20
				Tor	US 29	<u> </u>				
$\overline{}$			_	From:	Dead End	_				
1450	0.35	110	R	To:	15 600	7		NA	NA	1998
	(				15-680					
	0.11	100	R	From:	15-670	J		NA	NA	08/29/20
1471)	0.11	100	ĸ	Tor	15-1472	7		INA	INA	00/29/20
					20 11/2					

Route	Length	AADT	QA	4Tire	Bus		QC	Design	QK AAWDT QW	Year
	Lengui	AADI	QА	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QR AAWDI QW	i <del>c</del> ai
Campbell County				From:	15-1471	1				
1472)	0.05	8	R					NA	NA	1998
				To	Cul-de-Sac					
	0.70	400	ь	From:	Dead End			NIA	NIA	1000
1473	0.70	190	R	To:	15-670			NA	NA	1998
				From:	15-677					
1480	0.14	110	R			_		NA	NA	1998
$\bigcirc$				To:	15-670					
$\bigcirc$				From:	Cul-de-Sac					
1481	0.55	190	R			_		NA	NA	1998
	0.07	200		From:	15-1483			NIA	NIA	4000
1481)	0.27	260	R			_		NA	NA	1998
	0.07	380	R	From:	15-1482			NA	NA	1998
1481)	0.07	300	IX.	To:	15-670	7		INA	IVA	1330
				From:	Dead End					
1482	0.04	6	R			<del>-</del>		NA	NA	1998
				To	15-1481					
$\bigcirc$	0.04	400	-	From:	Dead End			NIA	NIA	4000
1483	0.04	120	R	To:	15-1481	7		NA	NA	1998
				From:	Bedford County Line	1				
1497)	0.29	NA		<u> </u>	Bedford County Ellic			NA	NA	
				To:	Cul-de-Sac					
				From:	Bedford County Line					
1498	0.10	NA		т		=		NA	NA	
				To:	Cul-de-Sac					
	0.07	NA		From:	09-1500	_		NA	NA	
1499	0.07	IVA		To:	15-1498	7		INA	IVA	
				From:	Dead End					
1500	0.04	30	R	-		<del></del>		NA	NA (	08/07/20
				To: From:	15-1614					
1500	0.07	210	R					NA	NA (	08/07/20
$\overline{\bigcirc}$				To: From:	15-1580	]				
(1500)	0.06	10	R	To:	D1F 1	7		NA	NA (	08/07/20
				To: From:	Dead End	1				
(1501)	0.20	1200	R	. TOIL	15-682			NA	NA (	08/29/20
				To:	15-1502	¬		•		
(1501)	0.30	830	R	From:	13-1302			NA	NA (	08/29/20
				To:	15-1503	٦				
(1501)	0.46	1400	R	From:	10 1000	_		NA	NA (	08/29/20
$\bigcup$				To:	SCL LYNCHBURG					
$\bigcirc$	_		_	From:	15-1501	_				
1502	0.21	290	R					NA	NA (	08/29/20
	0.45	445		To: From:	15-1540			N/ A	NIA .	20/00/22
(1502)	0.15	110	R	-		_		NA	NA (	08/29/20
$\overline{}$	0.00	400	D.	From:	15-1541	_		NIA	NIA /	00/00/00
(1502)	0.02	100	R	_		_		NA	NA (	)8/29/20
	0.03	20	R	From:	15-1503			NA	NA (	08/29/20
(1502)	0.03	20	ri	To:	Dead End	1		INA	INA (	JUI 23/2U
				_						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1501	1				
1503	0.07	100	R		10 1501	_		NA	NA	08/29/200
				To	15-1502					
$\bigcirc$				From:	US 460 BUS					
1504	0.42	210	R	To:	Dood End	-		NA	NA	1998
				From:	Dead End	<del>                                     </del>				
1505	0.50	490	R	Troni.	US 460 BUS			NA	NA	08/27/200
1505	0.00		•••	To:	15 1506					00/21/20
1505	0.09	450	R	From:	15-1506			NA	NA	08/27/20
1505				To:	15-1507					
1505	0.09	420	R	From:	13-1307			NA	NA	08/27/20
1000				To:	15 1509					
1505	0.08	350	R	From	15-1508			NA	NA	08/27/20
1505				To:	BEGIN LOOP					
1505)	0.49	80	R	From:	BEGIN LOOP			NA	NA	08/27/20
13039				To:	END LOOP					
				From:	Dead End					
1506	0.05	20	R					NA	NA	08/27/20
				To: From:	15-1505					
1506	0.04	20	R					NA	NA	08/27/20
				Tor	Dead End					
$\bigcirc$				From:	Dead End					
1507	0.04	20	R					NA	NA	08/27/20
				To: From:	15-1505					
1507	0.04	20	R			_		NA	NA	08/27/20
				Tor	Dead End	<u> </u>				
	0.40	400		From:	15-1505			NIA	NIA	00/07/00
1508	0.10	180	R	To:	Dead End	1		NA	NA	08/27/20
				From:	Dead End					
1500	0.12	130	R		Dead End			NA	NA	08/29/20
1509	0=		•••	To:	15 1552					00,20,20
1509)	0.14	380	R	From:	15-1553			NA	NA	08/29/20
1509	• • • • • • • • • • • • • • • • • • • •		•••	To:	15 1510	7				00,20,20
1500	0.10	140	R	From:	15-1510			NA	NA	08/29/20
1509	0.10	140		To:	Cul-de-Sac			14/1	14/1	00/20/20
				From:	Cul-de-Sac					
1510	0.03	80	R	<u> </u>		_		NA	NA	08/29/20
				To:	15-1553	٦				
1510)	0.07	130	R	From:				NA	NA	08/29/20
$\cup$				To:	15-1509					
_				From:	15-1544 SOUTH					
1511)	0.27	70	R			_		NA	NA	08/29/20
				Tor	US 460 BUS; 15-1544					
$\bigcirc$	0		_	From:	Dead End					00/07/5
1512	0.11	70	R	То:	TIC 160. 15 1500	7		NA	NA	08/07/20
				From:	US 460; 15-1580	1				
4540	0.17	150	R	erom.	Dead End	_		NA	NA	08/14/20
1513	0.17	130	N.	To:	15-622	7		14/4	INA	00/14/20
				From:	15-622	1				
1514	0.10	360	R		13-022	_		NA	NA	08/29/20
				To:	15-1579	1				
		_				_				

				Ca	ampbell County Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 20 yla 2 1 Ayla 1 Trai		QC	Design	QK AAWDT	QW Year
Campbell County					2Axle 3+Axle 1Trai	ıı Zıralı		Hour		
	0.00	400		From:	15-1579			N10	N.A.	00/00/000
(1514)	0.06	120	R	To	15-1578			NA	NA	08/29/200
				From:	15-859	1				
1515	0.19	230	R					NA	NA	1998
				To:	15-769	<u> </u>				
	0.07	40	R	From:	Dead End			NA	NA	08/14/200
1516	0.07	40	IX	To:	15-892			INA	INA	00/14/200
				From:	Dead End					
1517	0.08	70	R	_	47.00			NA	NA	08/14/20
				To: From:	15-892	<u> </u>				
1518)	0.13	670	R	Piolii.	15-1547			NA	NA	1998
1316)	00			To:	15-1564					.000
1518)	0.20	920	R	From:	13-1304			NA	NA	1998
				To:	US 460 BUS					
$\overline{}$	0.40			From:	Dead End					1000
1519	0.40	200	R					NA	NA	1998
$\overline{}$	0.10	460	R	From:	15-622			NA	NA	1998
1519	0.10	400	K	To:	15 1574 15 1575			INA	NA	1990
1519	0.13	220	R	From:	15-1574; 15-1575			NA	NA	1998
1319	00			To	15-1574					.000
				From:	15-622					
1520	1.58	1600	R					NA	NA	1998
	0.40	5000		To: From:	15-1557					1000
1520	0.48	5200	R			<u>-</u>		NA	NA	1998
_	0.79	8200	R	From:	15-1551			NA	NA	1998
1520	0.75	0200	IX.	To:	US 460 BUS			IVA	IVA	1550
				From:	15-682					
(1521)	0.18	80	R					NA	NA	08/29/20
				To:	Dead End					
1522)	0.25	170	R	From:	15-1531; 15-1534			NA	NA	08/22/20
1322				To:	15-1520					
				From:	15-1596					
1523	0.10	100	R					NA	NA	08/29/20
	0.00		-	From:	15-1524			NΙΛ	A I A	00/00/00
(1523)	0.28	80	R	To:	15-622	$\neg$		NA	NA	08/29/20
				From:	15-682					
1524	0.27	560	R					NA	NA	08/29/20
				To: From:	15-1523					
1524	0.28	170	R					NA	NA	08/29/200
				To:	15-622					
1525	0.13	520	R	riom:	15-1547			NA	NA	1998
1525	0.10			To:	15 1562					1000
(1525)	0.20	1300	R	From:	15-1563			NA	NA	1998
	-			To	US 460 BUS					
$\overline{}$				From:	15-835					
1526	0.33	80	R	To:	15-1527	_		NA	NA	08/20/200
					15-152/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Bedford County Line	1				
1527)	0.08	1200	R	<u> </u>		_		NA	NA	08/20/20
				To: From:	15-1529	]				
1527	0.03	690	R	_		_		NA	NA	08/20/20
1527)	0.09	740	R	From:	15-1526			NA	NA	08/20/20
1321)				To:	15-835	1				
$\overline{}$				From:	Dead End					
1528	0.21	210	R	To:	15-859			NA	NA	08/27/20
				From:	15-1527					
1529	0.13	750	R					NA	NA	08/20/20
				To: From:	15-1530	]——				
1529	0.12	910	R					NA	NA	08/20/20
	0.07	700	R	From:	15-622			NIA	NIA	00/00/0
1529	0.27	760	ĸ	To:	15-1573			NA	NA	08/20/20
				From:	Dead End	1				
1530	0.05	70	R			_		NA	NA	08/20/20
				To:	15-1529					
1531)	0.88	300	R	From:	15-1520 SOUTH			NA	NA	08/22/20
1331)				To:	15-1520 NORTH					
<u> </u>				From:	15-1532 BEGIN LOOP					
1532	0.34	180	R					NA	NA	08/22/20
	0.06	1400	R	From:	15-1533			NIA	NIA	00/00/0
1532	0.06	1400	ĸ	т		_		NA	NA	08/22/20
1532	0.15	1200	R	From:	15-1532 END LOOP			NA	NA	08/22/20
1552)				To	15-1535	<b></b>				
1532	0.08	1400	R	From:	13 1333			NA	NA	08/22/20
				To: From:	15-1531	]				
1532	0.08	1400	R		15 1520	_		NA	NA	08/22/20
				To: From:	15-1520 Dead End					
1533)	0.04	40	R		Dead End			NA	NA	08/22/20
				To: From:	15-1572	<b>—</b>				
1533	0.21	860	R	Prom:				NA	NA	08/22/20
-				To: From:	15-1589					
1533	0.09	1000	R	To:	15-1532	7		NA	NA	08/22/20
				From:	15-1535	1				
1534	0.10	130	R	L	13-1333	_		NA	NA	1998
				To:	15-1522; 15-1531					
	0.40	240	D	From:	15-1536			NA	NΙΛ	00/00/0
1535	0.12	210	R	т	15.150	_		INA	NA	08/22/20
1535	0.29	220	R	From:	15-1534			NA	NA	08/22/20
1535	J.20			To:	15-1532	<b></b>				
1535	0.25	50	R	From:	13-1332	_		NA	NA	08/22/20
$\cup$				To:	15-1531					
$\overline{}$	0.00	FO	ľ	From:	Dead End			NIA	A I A	4000
1536	0.09	50	R	To:	15-1535	7		NA	NA	1998
					10 1000					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1535	1				
(1536)	0.11	370	R		13-1353			NA	NA	1998
<u> </u>				To: From:	15-1537	]——				
1536	0.05	560	R	To:	15 1520	7		NA	NA	1998
				From:	15-1520	<u> </u>				
1537)	0.05	20	R		15-1536	_		NA	NA	1998
				To	Dead End					
$\bigcirc$			_	From:	15-682	_				00/00/00
1538	0.29	350	R	To:	15-1539	7		NA	NA	08/29/200
				From:	15-1538					
1539	0.37	380	R			_		NA	NA	08/29/200
				To	15-682	<u> </u>				
	0.09	80	R	From:	15-1502			NA	NA	08/29/200
1540	0.09	80	ĸ	To	15 1540	7		INA	NA	06/29/200
1540	0.12	160	R	From:	15-1542			NA	NA	08/29/200
)				To:	15-1543	<b></b>				
1540	0.09	310	R	From:	10 10 10	_		NA	NA	08/29/200
$\cup$				To:	SCL LYNCHBURG					
$\bigcirc$	0.00	200		From:	15-1502			NIA	NIA	00/00/00/
1541)	0.09	300	R	<u>-</u>		<b>-</b>		NA	NA	08/29/200
	0.10	120	R	To: From:	15-1542	_		NA	NA	08/29/200
1541	0.10	120	IX.	To	15 1540	7		INA	IVA	00/29/200
1541)	0.04	170	R	From:	15-1543			NA	NA	08/29/200
1341)				To:	SCL LYNCHBURG	1				
				From:	15-1540					
1542	0.13	110	R	To:	15 1511	_		NA	NA	08/29/200
				From:	15-1541	1				
1543)	0.16	70	R	110111.	15-1541	_		NA	NA	08/29/200
1349				To:	15-1540	1				
				From:	15-1646					
1544)	0.61	150	R					NA	NA	1998
$\bigcirc$				To: From:	15-1511 SOUTH					
1544)	0.17	560	R	To:	US 460 BUS; 15-1511 N	7		NA	NA	1998
				From:	Dead End	1				
1545	0.08	30	R		Doud Elid	_		NA	NA	1998
				To: From:	15-1566	<del></del>				
1545	0.05	330	R	Prom.				NA	NA	1998
				To: From:	15-1565	]				
1545	0.41	820	R		15.05-	_		NA	NA	1998
				To:	15-877	1				
1546)	0.11	70	R	erom'	Dead End			NA	NA	1998
1340	<b>V.11</b>			Tox	15-1547	¬				1000
1546	0.10	1400	R	From:	13-134/	J		NA	NA	1998
				To:	15-859	1				
$\widehat{}$				From:	15-1518					
(1547)	0.75	690	R	т.	12	_		NA	NA	1998
				To:	15-1520					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
1548)	0.09	70	R		Detta Esta			NA	NA	1998
				To	15-1547					
$\overline{}$				From:	Dead End					
1549	0.28	300	R	To:	15-622	_		NA	NA	08/20/20
				From:	US 460 BUS					
1550)	0.22	280	R		US 400 BUS	_		NA	NA	1998
1999				To:	Dead End					
				From:	Dead End					
1551	0.06	40	R					NA	NA	08/29/20
				To: From:	15-1552					
1551)	0.25	280	R			_		NA	NA	08/29/20
				To:	15-1520					
	0.10	60	R	From:	15-1551			NA	NA	08/29/20
1552	0.10	00	IX.	т	15 1550	_		INA	IVA	00/29/20
1550	0.17	790	R	From:	15-1553			NA	NA	08/29/20
1552	0.17	700		To	15-1520			14/ (	14/1	00/20/20
				From:	Cul-de-Sac					
1553	0.09	130	R					NA	NA	08/29/20
				To: From:	15-1510	<u> </u>				
1553	0.20	220	R					NA	NA	08/29/20
				To: From:	15-1509					
1553	0.06	310	R			_		NA	NA	08/29/20
				To:	15-1552					
	0.08	70	R	From:	Dead End			NA	NA	1998
1554	0.00	70		To:	15-1547			IVA	14/4	1000
				From:	Dead End					
1555	0.07	70	R	<u> </u>		_		NA	NA	1998
				To: From:	15-1547	_				
1555	0.10	340	R	Troni.		_		NA	NA	1998
				To:	15-1563					
$\overline{}$	0.00	00		From:	Dead End			NIA	NIA	4000
1556	0.09	60	R	To:	15-1547	7		NA	NA	1998
				From:	15-1558					
1557)	0.14	2400	R		13-1330	_		NA	NA	1998
				To:	15-1520					
				From:	Bedford County Line					
1558	0.27	330	R					NA	NA	1998
				To: From:	15-1598					
1558	0.17	760	R					NA	NA	1998
<u> </u>				To: From:	15-1599					
1558	0.07	830	R	_				NA	NA	1998
	2.22	4400		From:	15-1598			NIA.	<b></b>	1000
1558	0.08	1100	R			_		NA	NA	1998
	0.00	4000		From:	15-1559	_		NIA	<b>\$1</b> A	1000
1558	0.20	1200	R			_		NA	NA	1998
	0.44	4400		From:	15-1557	_		NIA	NI A	4000
1558)	0.14	1100	R	To:	15-1560	_		NA	NA	1998
					13-1300					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
1559	0.13	140	R		Dead End			NA	NA	08/29/200
				To: From:	15-1558	]				
(1559)	0.14	460	R			_		NA	NA	1998
(1559)	0.04	320	R	From:	15-1560			NA	NA	1998
(1339)				To:	15-1561	7				
1559	0.39	280	R	_		<del>-</del>		NA	NA	1998
				To: From:	15-1560					
1560	0.22	380	R	Piolii.	15-1559			NA	NA	1998
				To:	END LOOP	7				
1560	0.05	490	R	Prom.				NA	NA	1998
				To: From:	15-1558	]				
1560	0.47	320	R			_		NA	NA	1998
1560	0.11	320	R	To: From:	15-1559			NA	NA	1998
1560	V.11	320	.,	To:	BEGIN LOOP			14/1	1 <b>V</b> /1	1000
$\sim$				From:	Dead End					
1561	0.04	10	R	To:	15-1559			NA	NA	1998
				From:	Dead End					
1562)	0.20	150	R		Detta Ella	_		NA	NA	1998
				To:	US 460 BUS					
(50)	0.11	790	R	From:	15-1525			NA	NA	1998
1563	0.11	730		To	BEGIN LOOP			INA	NA.	1990
1563	0.13	590	R	From:	BEGIN LOOF			NA	NA	1998
				To: From:	15-1555					
1563	0.26	310	R	110		_		NA	NA	1998
				To: From:	15-1567	]——				
1563	0.05	340	R	To:	END LOOP	1		NA	NA	1998
				From:	Dead End					
1564	0.03	30	R			_		NA	NA	1998
				To:	15-1518					
1565)	0.15	110	R	From:	15-1545			NA	NA	1998
1303)				To:	Dead End					
				From:	Dead End					
1566	0.18	140	R	To:	15-1545	7		NA	NA	1998
				From:	15-1563					
1567	0.04	10	R			_		NA	NA	1998
				To	Dead End	1				
1568	0.10	320	R	From:	15-1570			NA	NA	1998
1568	0.10	J_J		To:	15-1569	٦		1471	1 1/1	1000
1568	0.20	560	R	From:	15-1507	_		NA	NA	1998
				To	15-682	1				
	0.09	130	R	From:	Dead End			NA	NA	1998
1569	0.09	130	ĸ	To:	15-1568	7		INA	INA	1990

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	Cul-de-Sac	1					
1570	0.13	120	R	<u> </u>	cui de bue			NA	NA		1998
<u> </u>	0.45	700		To: From:	15-1568			NIA	NΙΔ		4000
1570	0.15	730	R	To	15 977			NA	NA		1998
1570	0.14	570	R	From:	15-877			NA	NA		1998
$\overline{\bigcirc}$				To: From:	15-1597						
1570	0.04	250	R	To:	Dead End	_		NA	NA		1998
				From:	15-622 EAST						
1571	0.28	690	R					NA	NA		08/22/200
	0.50	220	R	From:	15-1573 EAST	]		NA	NA		08/22/200
1571	0.50	220		Tor	15 1572 WEST			INA	INA		06/22/200
1571)	0.28	1200	R	From:	15-1573 WEST			NA	NA		08/22/200
				To:	15-622 WEST						
1572)	0.01	2	R	From:	Dead End	_		NA	NA		08/22/200
1572				To: From:	15-1573	¬—					
1572	0.13	1100	R			_		NA	NA		08/22/200
				To: From:	15-1533 Bedford County Line	+					
1573	0.02	400	R		Bedford County Line			NA	NA		08/22/200
				To: From:	15-1571 WEST						
1573	0.08	1100	R			_		NA	NA		08/22/200
	0.08	710	R	From:	15-1571 EAST	_		NA	NA		08/22/200
1573	0.00			Tor	15-1529	¬		147 (	14/1		00/22/200
1573	0.06	790	R	From:		<b>-</b>		NA	NA		08/22/200
				To:	15-1572	<u> </u>					
1574	0.20	40	R	Troin.	15-1575			NA	NA		08/20/200
				To: From:	15-1519						
1574	0.14	150	R					NA	NA		08/20/200
	0.11	60	R	From:	15-1576			NA	NA		08/20/200
1574	0.11	00	K	To:	15-1519; 15-1575			INA	INA		00/20/200
$\overline{}$				From:	Cul-de-Sac						
1575	0.05	40	R			_		NA	NA		1998
1575	0.06	150	R	From:	15-1574			NA	NA		1998
				To:	15-1519; 15-1574						
	0.03	20	R	From:	15-1574			NA	NA		08/20/200
1576	0.03	20	K	To:	Dead End	1		INA	INA		00/20/200
				From:	15-1579						
1577	0.35	50	R	_ —		_		NA	NA		08/29/200
1577	0.09	170	R	From:	15-1578			NA	NA		08/29/200
				To:	15-622	<u> </u>					
	0.47	EO		From:	15-1577			NΙΛ	NΙΛ		00/20/200
1578	0.17	50	R	To	15-1514			NA	NA		08/29/200
				-		-					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tr		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1514	<del>- 1</del>				
1579	0.06	160	R		13-1314			NA	NA	08/29/200
<u> </u>				To: From:	15-1577					
(1579)	0.08	120	R	Tα	Dead End			NA	NA	08/29/200
				From:	15-1581					
1580	0.34	3300	R		13-1301			NA	NA	08/07/200
				To: From:	15-858					
1580	0.02	10000	R	To:	LIC 460, 15 1512			NA	NA	1998
				From:	US 460; 15-1512	-				
1581	0.03	30	R		Dead End			NA	NA	08/07/200
				To: From:	15-1584					
1581	0.13	380	R	From:				NA	NA	08/07/200
				To:	15-1583					
1581	0.07	2200	R	11011.				NA	NA	08/07/200
				To: From:	15-1401					
1581	0.03	2300	R					NA	NA	08/07/200
				To: From:	15-1582					
1581	0.10	2600	R					NA	NA	08/07/200
	0.40	2000		From:	15-1588			NIA	NIA	00/07/00/
1581	0.13	2900	R	To:	15-1580			NA	NA	08/07/200
				From:	15-1583					
1582	0.09	180	R	<u> </u>	15 1505			NA	NA	07/10/200
$\bigcup$				To: From:	15-1586					
1582	0.22	360	R					NA	NA	07/10/200
				To: From:	15-1585					
1582	0.24	550	R	_				NA	NA	07/10/200
				To: From:	15-1581					
(1583)	0.01	20	R	Piolii.	Dead End			NA	NA	08/01/200
(1363)				To:	15-1590					
1583	0.06	320	R	From:	13-1350			NA	NA	08/01/200
				To:	15-1587					
(1583)	0.11	480	R	From:	10 1507			NA	NA	08/01/200
				To: From:	15-1582					
1583	0.22	430	R					NA	NA	08/01/200
<u> </u>				To: From:	15-1585					
1583	0.23	1800	R	Tox	15.50			NA	NA	08/01/200
				To: From:	15-1581	<u> </u>				
(1584)	0.24	180	R	. rom:	15-1585			NA	NA	08/07/200
	J.L.			To:	15-1581					33,31,200
				From:	15-1590					
1585	0.35	140	R					NA	NA	07/10/200
$\overline{\bigcirc}$				To: From:	15-1615					
(1585)	0.06	1300	R					NA	NA	07/10/200
<u> </u>	0.10	400-	_	To: From:	15-1584			<b>.</b>		07/:0/07
(1585)	0.10	1200	R					NA	NA	07/10/200
	0.00	220	R	From:	15-1583			NΙΛ	NIA	07/40/000
(1585)	0.09	220	ĸ	To:	15-1582			NA	NA	07/10/200
					10 1002					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Cul-de-Sac	1				
1586	0.06	80	R		cur do suc			NA	NA	07/10/20
				To	15-1582					
$\overline{}$				From:	15-623; 15-871					
1587	0.37	490	R					NA	NA	07/10/20
				To: From:	15-1592	]——				
1587	0.07	320	R					NA	NA	07/10/20
$\widehat{}$				From:	15-1591	]				
1587	0.21	270	R	To:	15 1502	_		NA	NA	07/10/20
				From:	15-1583	+				
1500	0.03	220	R	140m.	15-1581			NA	NA	08/14/20
1588	0.00	LLU		Tor	D 17 1 0 7 1	_		14/1	1473	00/14/20
	0.30	120	R	To: From:	Dead End; Gap Terminus			NA	NA	08/14/20
1588	0.00	120		To:	Dead End	7		14/1	1473	00/14/20
				From:	15-1533 SOUTH	Ī				
1589	0.27	60	R	<u> </u>	30 1110 2 2 2 1 1			NA	NA	08/22/20
				To: From:	15-1533 NORTH	1				
1589	0.05	30	R	From:				NA	NA	08/22/20
				To:	Dead End					
				From	Cul-de-Sac					
1590	0.06	60	R					NA	NA	08/01/20
				To:	15-1615					
1590	0.17	180	R	<u>-</u>				NA	NA	08/01/20
				To: From:	15-1585	<b>—</b>				
1590	0.13	240	R			_		NA	NA	08/01/20
$\bigcup$				To	15-1583					
$\widehat{}$				From:	15-1587					
1591	0.19	200	R	т		<b>-</b>		NA	NA	07/10/20
				To:	Dead End	1				
$\frown$	0.04	90	В	From:	Dead End	_		NIA	NIA	07/40/20
1592	0.04	80	R	To:	15-1587	7		NA	NA	07/10/20
				From:	15-623	<del>'</del>				
1594)	0.27	40	R		13-023			NA	NA	08/22/20
100-1				To:	Dead End					
				From:	Bedford County Line					
1595)	0.03	300	R	<u>-</u>				NA	NA	08/20/20
				To: From:	15-1527					
1595)	0.02	260	R			_		NA	NA	08/20/20
				To:	Dead End					
$\overline{}$				From:	Dead End					
1596	0.06	40	R					NA	NA	08/29/20
$\widehat{}$			_	From:	15-1523	]				
1596)	0.13	70	R	-		_		NA	NA	08/29/20
				To:	Dead End	<u> </u>				
	0.40	460	R	From:	15-1570	_		NIA	NΙΛ	1000
1597	0.12	460	ĸ	_		_		NA	NA	1998
$\overline{}$	0.00	0.40		From:	15-877	_		NIA	NIA.	4000
1597	0.06	840	R	To:	15-682	7		NA	NA	1998
_				From:		<u> </u>				
1500	0.16	1100	R	. rom.	Bedford County Line			NA	NA	1998
1598)	0.10	. 100		To:	15-1558 SOUTH	7		14/7	11/5	1550
						-				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1558 SOUTH	1				
1598	0.26	1000	R					NA	NA	08/29/200
$\overline{\bigcirc}$	0.40			To: From:	15-1558 NORTH			NIA	NIA	4000
(1598)	0.10	80	R	To	Dead End	7		NA	NA	1998
				From:	Cul-de-Sac					
(1599)	0.06	170	R			_		NA	NA	08/29/200
<u> </u>				To:	15-1558	<u> </u>				
1600	0.34	740	R		15-682			NA	NA	08/29/200
				To:	Dead End					
$\bigcirc$	0.00	240		From:	15-622			NIA	NIA	00/00/00/
1601	0.26	240	R	т	15.1504	_		NA	NA	08/22/200
1601	0.20	240	R	From:	15-1604			NA	NA	08/22/200
1001)				To:	15-1602					
1601)	0.08	80	R	From:	10 1002	_		NA	NA	08/22/200
				To:	Cul-de-Sac					
(100)	0.09	240	R	From:	15-1603	_		NA	NA	08/22/200
1602	0.00	240		To:	15-1601			14/1	147.	00/22/200
1602	0.14	630	R	From:	13-1001	_		NA	NA	08/22/200
$\bigcup$				To:	US 29					
$\bigcirc$	0.14	220	-	From:	15-1604			NIA	NA	00/22/20/
1603	0.14	220	R	To:	15-1602			NA	NA	08/22/20
				From:	Dead End					
1604	0.17	100	R			<del>_</del>		NA	NA	08/22/200
				To: From:	15-1603	}—				
1604)	0.19	80	R	To:	15-1601	7		NA	NA	08/22/20
				From:	Dead End					
1605)	0.45	70	R	I——		<b>-</b>		NA	NA	1998
<u> </u>				To:	15-622					
1606)	0.19	90	R	From:	15-738			NA	NA	1998
1600)				To:	Cul-de-Sac					
				From:	15-1616					
1607	0.11	200	R					NA	NA	08/01/20
	0.08	50	R	From:	15-1608			NA	NA	08/07/200
1607	0.00	30	K	To:	Dead End	7		INA	NA	00/07/200
_				From:	Cul-de-Sac					
1608	0.12	100	R					NA	NA	08/07/200
	0.00	400		From:	15-1609			NIA	NIA	00/07/00/
1608)	0.09	180	R	Tα·	15-1607	7		NA	NA	08/07/200
				From:	15-1608	j				
1609	0.07	49	R			_		NA	NA	08/07/200
				To:	Cul-de-Sac	<u> </u>				
1610	0.65	520	R	From:	END LOOP	_		NA	NA	08/14/200
		<b>-</b>	- •	To:	15-858			• •• •		22,200
$\overline{}$				From:	15-1610					
1611)	0.05	46	R	To:	Cul-de-Sac	7		NA	NA	08/14/200
					Cui-uc-sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1610	1				
1612	0.04	40	R	<u> </u>	13-1010	_		NA	NA	08/14/200
$\bigcup$				To	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
1613	0.08	100	R	To:	15 1610	7		NA	NA	08/14/200
				From:	15-1610	<u> </u>				
1614)	0.15	140	R	110111.	Dead End	_		NA	NA	08/07/20
1014)	00			To:	15-1500	]				00,0.720
				From:	15-1590					
1615)	0.11	180	R			_		NA	NA	07/10/20
				To: From:	15-1617					
1615)	0.15	490	R					NA	NA	07/10/20
				To: From:	15-1616	}—				
1615)	0.15	1000	R			_		NA	NA	07/10/20
				To:	15-1585					
	0.11	620	R	From:	15-1615	_		NA	NA	08/01/20
1616	0.11	620	ĸ			_		INA	NA	00/01/20
	0.05	320	R	From:	15-1607			NA	NA	08/01/20
1616	0.03	320	K			_		INA	NA	00/01/20
	0.11	210	R	From:	15-1618			NA	NA	08/01/20
1616	0.11	210		To:	15-1619	7		INA	IVA	00/01/20
				From:	15-1619	•				
1617)	0.12	220	R	<u> </u>		_		NA	NA	07/10/20
				To: From:	15-1618	<del>_</del>				
1617)	0.13	310	R	From:		_		NA	NA	07/10/20
				To:	15-1615					
$\sim$				From:	15-1617					
1618	0.17	80	R	To:	15-1616	7		NA	NA	08/01/20
				From:		<del>                                     </del>				
1619	0.21	100	R		Dead End	_		NA	NA	08/01/20
1019				To:	15-1617					
1619	0.18	140	R	From:	13-1017			NA	NA	08/01/20
.009				To:	15-1616					
				From:	Cul-de-Sac					
1620	0.14	260	R					NA	NA	08/29/20
<u> </u>				To: From:	15-1621	]				
1620)	0.12	920	R			_		NA	NA	08/29/20
<u> </u>				To:	15-682					
	0.06	120	R	From:	Cul-de-Sac			NA	NA	08/29/20
1621	0.00	120	IX.		17.1.720	-		INA	INA	00/23/20
	0.10	870	R	From:	15-1620			NA	NA	08/29/20
1621	0.10	3.0		To:	15-1622	7		14/1	1 1/7	00,20,20
				From:	Dead End	Ì				
1622	0.11	190	R	<u> </u>		_		NA	NA	08/29/20
				To: From:	15-1621	1				
1622	0.11	160	R			<del></del>		NA	NA	08/29/20
				To:	Dead End	1				
				From:	Cul-de-Sac					
1625	0.25	180	R	To:	15 1606	7		NA	NA	1998
				To:	15-1626					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT Q	W Year
Campbell County					ZAXIE STAXIE ITTAII	211ali		Houi		
	0.00	0.40		From:	15-1626					1000
1625	0.08	340	R	Tor	15-1520			NA	NA	1998
				From:		1				
	0.07	80	R	From:	15-1625			NA	NA	1998
1626	0.07	00				_		14/3	IVA	1330
	0.12	270	R	From:	15-1627			NA	NA	1998
1626	0.12	210	IX	To:	15-1520	7		INA	INA	1990
				From:	Cul-de-Sac	1				
1627)	0.11	80	R		cui de suc			NA	NA	1998
				To:	15-1626					
				From:	Cul-de-Sac					
1630	0.04	2	R					NA	NA	08/29/20
				To: From:	15-1632	<b>T</b>				
1630)	0.08	300	R	110111.		_		NA	NA	08/29/20
$\mathcal{O}$				To: From:	15-1631					
1630	0.06	400	R	110111.				NA	NA	08/29/20
				To:	15-685					
<u> </u>				From:	Cul-de-Sac					
1631)	0.13	80	R			_		NA	NA	08/29/20
<u> </u>				To:	15-1630					
	0.40			From:	Dead End					00/00/00
1632	0.12	90	R					NA	NA	08/29/20
$\overline{}$			_	To: From:	15-1630					
1632	0.14	130	R	То:	D 15 1	_		NA	NA	08/29/20
					Dead End					
	0.44	160	R	From:	Cul-de-Sac			NA	NA	07/18/20
1639	0.44	100	ĸ	To:	15-738			INA	INA	07/10/20
				From:	Cul-de-Sac					
1640)	0.37	180	R		Cui-ue-sac			NA	NA	08/29/20
1040)				To:	15 1741					
1640)	0.40	240	R	From:	15-1641			NA	NA	08/29/20
1640)	0.40	2-10		To:	15-738			1471	10/	00/20/20
				From:	15-1640	7				
1641)	0.15	60	R	<u> </u>				NA	NA	1998
				To:	15-738					
				From:	15-1544					
1646	0.06	370	R			_		NA	NA	08/29/20
$\bigcirc$				To:	Cul-de-Sac					
				From:	US 460 BUS					
1649	0.37	390	R			_		NA	NA	1998
				To: From:	Dead End FORMER Dead End					
1649	0.11	NA			1 GRAVEN BOM EM			NA	NA	
				To:	Dead End					
				From:	15-624					
1650	0.06	1400	R			_		NA	NA	08/22/20
				То:	15-1651					
				From:	15-1654					
1651	0.07	140	R					NA	NA	08/22/20
				To: From:	15-1653	]				
1651)	0.09	510	R			_ <del>-</del>		NA	NA	08/22/20
				To	15-1652	<b>—</b>				
1651	0.05	430	R	From:		_		NA	NA	08/22/20
$\mathcal{O}_{\mathbb{Z}}$				To:	15-1650					
					13-1030					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1650	1				
1651	0.08	1100	R					NA	NA	08/22/20
	0.11	4400		To: From:	15-1655	]—		NΙΛ	NΙΔ	00/00/00
(1651)	0.11	1100	R	To:	15 1050	_		NA	NA	08/22/20
1651	0.02	1000	R	From:	15-1656			NA	NA	08/22/20
				To:	Dead End	1				
	0.12	160	R	From:	15-1651			NA	NA	08/22/20
1652	0.12	100	K	To:	Cul-de-Sac			INA	IVA	00/22/20
				From:	15-1651					
1653	0.09	160	R	To:	Dead End	_		NA	NA	08/22/20
				From:	15-1651					
1654)	0.06	130	R	<u> </u>	13-1031	<b>-</b>		NA	NA	08/22/20
				To:	Cul-de-Sac					
	0.07	160	R	From:	15-1651			NA	NA	08/22/20
1655	0.07	160	K	To	Dead End	7		INA	INA	00/22/20
				From:	15-1651					
1656	0.08	280	R	То:	D 15.1	_		NA	NA	08/22/20
				From:	Dead End 15-770	1				
1657)	0.27	160	R	<u> </u>	13-770	_		NA	NA	08/20/20
				To:	15-770					
$\overline{}$	0.07	NI A		From:	15-01657(B)/			NIA	NIA	
1658	0.07	NA		To:	Cul-de-Sac/	7		NA	NA	
				From:	15-1661					
1660)	0.20	640	R	-		_		NA	NA	1998
<u> </u>				To: From:	15-622	<u> </u>				
1661	0.16	90	R	From:	Cul-de-Sac			NA	NA	1998
1001)				To:	15-1663 SOUTH					
1661)	0.25	190	R	From:	10 1000 00 0111			NA	NA	1998
				To: From:	15-1664					
1661)	0.33	150	R					NA	NA	1998
$\overline{}$	0.00	470		From:	15-1663 NORTH	]		NIA	NIA	4000
1661)	0.03	470	R			_		NA	NA	1998
1661)	0.03	90	R	From:	15-1660			NA	NA	1998
1001)				To:	15-1662					
$\overline{}$				From:	Cul-de-Sac					
1662	0.07	50	R	To:	15-1661	7		NA	NA	1998
				From:	15-1661 SOUTH	1				
1663	0.18	660	R	<u> </u>	10 1001 000 1111			NA	NA	08/20/20
				To: From:	15-1664					
1663	0.26	270	R	To:	15 1661 NODTH	¬		NA	NA	08/20/20
				From:	15-1661 NORTH 15-1663	1				
1664)	0.07	60	R	<u> </u>	13-1003	_		NA	NA	1998
				To:	15-1661	<u> </u>				
	0.44	90	В	From:	Cul-de-Sac			NIA	NΙΛ	4000
1670	0.11	80	R	To:	15-1671	7		NA	NA	1998
					- 2.5					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Campbell County				From:	15-1671	1				
(1670)	0.15	150	R	<u> </u>	10 10/1			NA	NA	199
$\frac{\circ}{\circ}$				To: From:	15-835					
1670	0.14	90	R	To	Cul-de-Sac	_		NA	NA	199
				From:	15-1670					
(1671)	0.09	60	R	<u> </u>	13-1070	_		NA	NA	199
				Tor	Dead End					
$\bigcirc$	0.07		_	From:	Cul-de-Sac					100
1675)	0.07	220	R	To:	US 460 BUS	7		NA	NA	199
				From:	15-1704					
1701)	0.28	130	R	<u></u>				NA	NA	199
				To: From:	15-1703	]				
1701)	0.09	250	R			_		NA	NA	199
				To: From:	SR 24					
1702	0.04	3	R	From:	Dead End			NA	NA	07/18/
1702)	0.01			To:	15-1704					017107
1702	0.27	130	R	From:	15-1704	_		NA	NA	07/18/
				To:	15-1703					
	0.00	470	_	From:	15-1701					07/40/
1703	0.09	170	R	Tor	15-1702	7		NA	NA	07/18/
				From:	15-1701					
1704)	0.08	48	R		10 1/01			NA	NA	07/18/
$\bigcup$				То:	15-1702					
$\bigcirc$	0.00	0.40	_	From	15-646			NIA	NIA	400
1708	0.09	340	R			_		NA	NA	199
	0.08	280	R	From:	15-1710			NA	NA	199
1708	0.00	200	IX.	To:	15 1700	_		INA	IVA	193
(1708)	0.08	120	R	From:	15-1709	_		NA	NA	199
$\overline{}$				To	15-1712					
1708	0.10	60	R	From:	10 1/12			NA	NA	199
$\bigcirc$				To:	Cul-de-Sac					
$\bigcirc$	0.44	00	_	From:	Dead End			NIA	NIA	400
1709	0.14	90	R	To:	15-1708	7		NA	NA	199
				From:	Dead End					
1710	0.08	60	R		<del> </del>			NA	NA	199
$\bigcirc$				Tor	15-1708	<u> </u>				
$\bigcirc$	0.00	400	_	From:	15-646			NIA	NIA	400
1711	0.20	100	R	To:	Dead End	7		NA	NA	199
				From:	Cul-de-Sac					
1712	0.21	80	R					NA	NA	199
$\smile$				To:	15-1708	<u> </u>				
	0.14	120	R	From:	15-1716			NA	NΙΛ	100
1715	0.14	120	ĸ	т	15.15.7	_		INA	NA	199
1715)	0.09	290	R	From:	15-1717	_		NA	NA	199
1/13	0.00			To:	15-646			. 4/ \	101	100
				From:	15-1717					
1716	0.06	70	R			_		NA	NA	199
				To:	15-1715					

		445-			ampbell County Maintenance Area			Design	Cir	A A14/5-	0111	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Campbell County				From:	Dead End	1						
(1717)	0.14	60	R					NA		NA		1998
<u> </u>				To: From:	15-1716	]						
(1717)	0.14	110	R	To	15 1715	_		NA		NA		1998
				From:	15-1715							
(9069)	0.31	700	R		Dead End	_		NA		NA		09/18/200
(000)				To	15-636							
				From:	US 460 BUS							
9070	0.45	2300	R	To:	D1E-1	_		NA		NA		1998
				10.	Dead End							
Town of Brookneal				From:	15-1101							
9071)	0.09	170	R	_		_		NA		NA		09/18/200
				To:	Dead End							
Campbell County				From:	SR 24							
9073)	0.17	220	R					NA		NA		1998
				To:	SR 24	<u> </u>						
$\bigcirc$	0.40	CEO	,	From:	US 501 SOUTH			NIA		NIA		1000
9074)	0.12	650	R			_		NA		NA		1998
	0.11	700	R	From:	0.12 MN US 501			NA		NA		1998
9074	0.11	700	K	To:	US 501 NORTH	7		INA		INA		1990
				From:	SR 24; 15-967							
9075)	0.04	NA				_		NA		NA		
				To	Dead End							
	0.15	770	R	From:	US 29			NA		NA		1998
9076	0.10	770		To:	0.15 ME UC 20	_		INA		IVA		1330
9076	0.41	520	R	From:	0.15 ME US 29	_		NA		NA		1998
				To:	SR 24							
				From:	15-682							
9077	0.12	240	R	To:	D 1F 1	_		NA		NA		09/18/200
				From:	Dead End							
(9488)	0.31	620	R		Dead End			NA		NA		1998
(5-405)				To:	SR 24							
Town of Altavista					_							
(9489) Ninth St	0.14	720	R	From:	Dead End			NA		NA		09/18/200
9489) 1411111 31	0.11		.`	To:	SR 43 Bedford Ave							00/10/200
Campbell County												
	0.12	320	R	From:	SR 24; 15-9075		· <u> </u>	NA		NA	· <u> </u>	1998
(9675)	0.12	320	K	To:	SR 24	7		INA		INA		1990
				From:	US 460 BUS	j						
9898)	0.29	1800	R			<del>-</del>		NA		NA		1998
				To:	Dead End							
City of Lynchburg				From:	Long Meadow Dr							
Pawnee Dr	0.86	240	F	82%	5% 13% 0% 0%	0%	F	40	F	250	F	2001
118/				To:	Sandusky Dr							
O			_	From:	Church St		_		_		_	
9Th St	0.18	1100	F	81%	5% 12% 1% 0%	¬ 0%	С	140	F	1100	F	2001
					Jefferson St							

35 59 59 78 32 32 36	1600 1600 1500 8200 7000 4200 3300 1200	F F F	From:   98%   To	1% 1% 1% 1% 1%	Del Ray C 1% Wards F Park An 3% Court S Boonsbore 4% Bedford Cour Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	Circle  0%  Rd  ve  1%  St  o Rd  0%  nty Line  st Rd  0%  I Dr  I Rd  0%  t Ave	1Trail 0% 0% 0% 0%	2Trail	C C F	150 160 800 700	F F F	1700 1600 1600 8500 7300	F F F	2001 2001 2001 2001
78 32 32 36	1600 1500 8200 7000 4200 3300	F F F F	98% To   95% To   95% To   95% To   97% To   70   70   70   70   70   70   70   7	1% 1% 1% 1%	1% Wards I Park Av 3% Court S Boonsbore 4% Bedford Cour Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	0% Rd ve 1% St o Rd 0% nty Line st Rd 0% I Dr I Rd 0% t Ave	0%	0%	C C	150 160 800	F F	1600 1600 8500	F F	2001
78 32 32 36	1600 1500 8200 7000 4200 3300	F F F	From:   95%   Tα     From:   95%   Tα     From:   97%   Tα   From:   97%   Tα   From:   97%   Tα   From:   96%   Tα   From:	1% 1% 1% 1%	Wards I Park Av 3% Court S Boonsbore 4% Bedford Cour Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	rve 1% St o Rd 0% nty Line st Rd 0% I Dr I Rd 0% t Ave	0%	0%	C C	150 160 800	F F	1600 1600 8500	F F	2001
332 344 36	1500 8200 7000 4200 3300	F F F	95% Toc  From: 95% Toc  97% Toc  From: 97% Toc  From: 96%	1% 1%	Park Av 3% Court S Boonsbore 4% Bedford Cour Old Fores 2% Cranehill 2% Rivermont Old Fores	1% St o Rd O% nty Line st Rd O% Il Dr I Rd O% t Ave	0%	0% 0% 0%	C F	160	F F	1600 8500	F	2001
332 344 36	1500 8200 7000 4200 3300	F F F	To:    95%   To:   97%   To:   97%   To:   97%   To:   97%   To:   97%   To:   96%   To:   To:   96%   To:   To:   96%   To:   1% 1%	3% Court S Boonsbore 4% Bedford Cour Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	1% St o Rd O% onty Line st Rd O% I Dr I Rd O% t Ave	0%	0% 0% 0%	C F	160	F F	1600 8500	F	2001	
78 32 94 96 96 96 96 96 96 96 96 96 96 96 96 96	8200 7000 4200 3300	F F F	From:   95%   To	1% 1%	Boonsbore 4% Bedford Coun Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	o Rd  0%  nty Line  st Rd  0%  1 Dr  1 Rd  0%  t Ave	0%	] 0% ]	F	800	F	8500	F	2001
78 32 94 96 96 96 96 96 96 96 96 96 96 96 96 96	8200 7000 4200 3300	F F F	95% Tra  From: 97% Tra  97% Tra  97% Tra  97% Tra  96%	1% 1%	4% Bedford Coun Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	0% nty Line st Rd 0% l Dr l Rd 0% t Ave	0%	] 0% ]	F	800	F	8500	F	2001
78 32 94 96 96 96 96 96 96 96 96 96 96 96 96 96	8200 7000 4200 3300	F F F	To:	1% 1%	Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	ot Rd 0% 1 Dr 1 Rd 0% t Ave	0%	] 0% ]	F	800	F	8500	F	200
32 04 76 32	7000 4200 3300	F F F	97% To: From: 97% To: From: 96% To: From: 96%	1%	Old Fores 2% Cranehill Cranehill 2% Rivermont Old Fores	ost Rd  0%  1 Dr  1 Rd  0%  t Ave								
32 04 76 32	7000 4200 3300	F F F	97% To: From: 97% To: From: 96%	1%	2% Cranehill Cranehill 2% Rivermont Old Fores	0% 1 Dr 1 Rd 0% t Ave								
32 04 76 32	7000 4200 3300	F F	70: From: 97% To: From: 96% To: From: 96%	1%	Cranehill Cranehill 2% Rivermont Old Fores	1 Dr Rd 0% t Ave								
76 32 36	4200 3300	F	From: 96%		Cranehill 2% Rivermont Old Fores	Rd 0% t Ave	0%	0%	F	700	F	7300	F	200
76 32 36	4200 3300	F	From: 96%		2% Rivermont Old Fores	0% t Ave	0%	0%	F	700	F	7300	F	200
76 32 36	3300	F	From: 96%	1%	Old Fores			7						
76 32 36	3300	F	96%	1%		st Rd								
76 32 36	3300	F	To: From:	1%				1						
32			From: 96%			1%	0%	0%	F	540	F	4400	F	200
32			96%		Lynchburg	Fvn		<b></b>						
32				1%	2%	1%	0%	0%	С	380	F	3400	F	200
36	1200		Tor					7	-		-		-	
36	1200		From: 96%	1%	Chadwick 2%	1%	0%	0%	F	140	F	1200	F	200
		•	To:	1 /0	Hawkins M		0 70	٦ ٠/٥	'	140	•	1200	•	200
			From:		Wiggingto									
20	1600	F	95%	1%	2%	1%	0%	0%	С	240	F	1700	F	200
			To		Coffee I									
	1000	_	OF0/	10/	Hawkins M		00/		F	250	F	2000	F	200
22	1900	F	95% To:	1%	2% Boonsbore	1%	0%	0% ┓	Г	250	Г	2000	Г	200
			From:	Ť				1						
60	5400	F	96%	1%	JS 460 Bus F 2%	0%	1%	0%	F	620	F	5700	F	200
,0	0400	•	3070	1 70			1 70	7	•	020	•	0700	•	200
26	4200	-	From:	10/	Old Mill		10/		г	E40		4500		200
66	4300	F	96%	1%	2%	0%	1%	0%	F	510	F	4500	F	200
_			From:	407	Nationwid			<u> </u>						
27	7300	F	96%	1%	2%	0%	1%	0%	F	810	F	7600	F	200
			To: From:	US 50	01 Lynchburg	g Expressw	ay	]						
8	22000	F	96%	1%	2%	0%	1%	0%	С	2300	F	23000	F	200
			To:		Old Graves I	Mill Rd		7						
)4	18000	F	96%	1%	2%	0%	1%	0%	F	1900	F	18000	F	200
			To:	W	CL Lynchbur	rg 09-1425								
			From:		Pearl S	St							-	
30	4100	F	98%	0%	1%	0%	1%	0%	С	510	F	4200	F	200
			To		11Th S	St		7						
10	6200	F	96%	1%	2%	0%	1%	0%	F	630	F	6400	F	200
			To		5Th C	t		1						
90	15000	F	96%	1%		0%	1%	0%	С	1500	F	16000	F	200
			To:					L						
			From:	I	Rivermont A	ve E Int					_			
96	4900	F	94%	1%	3%	0%	2%	0%	С	500	F	5100	F	200
			To: From:					-						
)1	16000	F					2%	J 0%	F	1600	F	17000	F	200
, 1	10000	•	94 70 To:				Z /0	7	'	1000	1.	17000	'	200
								<del>!                                    </del>						
1	2000	_					20/		F	950	E	0300	E	200
' '	0300	r	9470 To:	1 /0			∠ /0	7	-	930	Г	3300	'	200
								<del></del>						
	3500	F		10/			20/:		F	380	_	3600	E	200
16	5500	г		1 /0			∠ /0	7 0/0	Г	300	I.	3000	ſ	200
3 2	18 04 30 40 90 96 01 11	18 <b>22000</b> 04 <b>18000</b> 30 <b>4100</b> 40 <b>6200</b> 90 <b>15000</b> 01 <b>16000</b> 11 <b>8900</b>	18 22000 F 04 18000 F 30 4100 F 40 6200 F 90 15000 F 01 16000 F	18 22000 F 96%  18 22000 F 96%  104 18000 F 96%  105 From:  30 4100 F 98%  40 6200 F 96%  106 From:  90 15000 F 96%  107 From:  96 4900 F 94%  107 From:  97 From:  98 4900 F 94%  107 From:  11 8900 F 94%  107 From:  11 From:  11 From:  11 From:  11 From:  11 From:  12 From:  13 94%	18 22000 F 96% 1%  18 22000 F 96% 1%  18 18000 F 96% 1%  10 18000 F 96% 1%  10 10 15000 F 96% 1%  10 15000 F 96% 1%  10 15000 F 96% 1%  10 15000 F 94% 1%  11 8900 F 94% 1%  11 8900 F 94% 1%  16 3500 F 94% 1%	Tor   US 501 Lynchburg   From:   US 501 Lynchburg   18   22000   F   96%   1%   2%	18   22000   F   96%   1%   2%   0%	18   22000   F   96%   1%   2%   0%   1%	18   22000   F   96%   1%   2%   0%   1%   0%	18   22000   F   96%   1%   2%   0%   1%   0%   C	18   22000   F   96%   1%   2%   0%   1%   0%   C   2300	18   22000   F   96%   1%   2%   0%   1%   0%   C   2300   F	18   22000   F   96%   1%   2%   0%   1%   0%   C   2300   F   23000	18   22000   F   96%   1%   2%   0%   1%   0%   C   2300   F   23000   F

Route	Length	AADT	QA	4Tire	Bus		Tru	uck		QC	Design	OK	AAWDT	ΟW	Year
	Longar	AADI	<b>4</b> /	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Qit	70,000	QII	roar
Sity of Lynchburg				From:		Hollins	s St								
Federal St	0.40	4300	F	94%	1%	3%	0%	2%	0%	F	410	F	4500	F	2001
				To		5Th S	St								
				From:		Lakesid									
Murrell Rd	0.37	8000	F	94%	1%	3%	0%	2%	0%	F	810	F	8300	F	2001
				To:		Langhorr	ne Rd								
$\sim$				From:		Kempe									
12th St	0.80	5600	F	96%	1%	2%	0%	1%	0%	F	580	F	5900	F	2001
				To: From:		Clay S	St.		]						
12th St	0.25	5400	F	96%	1%	2%	0%	1%	0%	F	570	F	5600	F	2001
1187				To:		Commerc	ce St.								
_				From:		5Th S	St								
Commerce St	0.33	5700	F	96%	1%	2%	0%	1%	0%	F	660	F	5900	F	2001
118/				To:		10Th	St		7						
Commerce St	0.30	3700	F	96%	1%	2%	0%	1%	0%	F	510	F	3800	F	2001
028 Commerce St				To:		Main	St								
				From:		Wadswort	th Ave								
Fort Ave	0.43	6700	F	96%	1%	2%	0%	1%	0%	F	590	F	6900	F	2001
Fort Ave				To:		Kempe									
Park Ave	0.28	8800	F	96%	1%	2%	0%	1%	0%	F	690	F	9100	F	2001
6029 Park Ave	0.20	0000	•	3070	1 70			1 70	7	•	000		3100	•	200
	0.00	0500		From:	40/	9Th S		407		_	550		0000		200
029 Park Ave	0.36	6500	F	96% To:	1%	2%	0%	1%	0%	F	550	F	6800	F	2001
				_		5Th S			<u> </u>						
~ <del>-</del>				From:		Oakley .			┛	_		_		_	
Lakeside Dr	0.41	12000	F	96%	1%	2%	0%	1%	0%	F	1200	F	12000	F	2001
				To: From:		Murrell	l Rd		]						
Lakeside Dr	0.34	5900	F	96%	1%	2%	0%	1%	0%	С	590	F	6100	F	2001
118/				To:		Memoria	1 Ave		7						
Park Ave	0.36	7300	F	From: <b>86%</b>	1%	12%	0%	0%	0%	F	730	F	7600	F	2001
Park Ave				To:		Langhorn	ne Rd								
				From:		Florida	Ave								
Main St	0.25	3400	F	86%	1%	12%	0%	0%	0%	F	380	F	3500	F	2001
118				To:	L	ynchburg Ex	xpressway								
$\sim$				From:		Lynchbur	g Exp								
6032 Main St	0.28	9400	F	86%	1%	12%	0%	0%	0%	F	1100	F	9800	F	2001
				To: From:		12Th	St								
Main St	0.55	6800	F	86%	1%	12%	0%	0%	0%	F	740	F	7100	F	2001
118/				To:		5Th S	St								
				From:		Campbel	l Ave								
Florida Ave	1.28	4300	F	86%	1%	12%	0%	0%	0%	С	470	F	4400	F	2001
118/				To		Augusta	a St								
Florida Ave	0.88	3700	F	86%	1%	12%	0%	0%	0%	F	410	F	3900	F	2001
Florida Ave				To:		Main			7						
				From:		Florida			i						
Martin St	0.58	1400	F	86%	1%	12%	0%	0%	0%	F	140	F	1400	F	2001
Martin St				To:		ECL Lync			٦						
				From:		SCL Lync									
Candler Mtn Rd	1.09	3000	F	<u> </u>		SCL Lync	anoung				300	F	3000	F	2001
035) Candler Mtn Rd		2000	•	т			150 === :		7		300	•	3000	•	_50
Condian Mr. D.I	0.74	45000		From:		p From US					4500		10000		000
Candler Mtn Rd	0.74	15000	F	86% To:	1%	12% 12% Movel	0%	0%	0% T	F	1500	F	16000	F	2001
_					SR	128; Mayfl									
				From:		5Th S			ل			_		_	
6036) Clay St	0.50	1800	F	95%	0%	4%	1%	0%	0%	С	190	F	1900	F	2001
_				To: From:		12Th	St		]						
036 Grace St	0.88	4800	F	95%	1%	3%	0%	1%	0%	С	520	F	5000	F	2001

				Ca	ampbell	County Ma	ıntenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Δxle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg						27000	0171010	TTTGII	ZIIGII		riodi				
Otraditura Du	0.00	4700	_	From:	40/	Wythe S		40/		_	400	_	1000	_	0004
Stadium Dr	0.38	4700	F	95% To:	1%	3% Carroll Av	0%	1%	0% ¬	F	480	F	4900	F	2001
				From:					1						
6038) Wythe St	0.27	7700	F	93%	2%	Fort Ave	1%	1%	<b>」</b> 0%	С	770	F	8000	F	2001
6038 Wythe St	0.21	7700	•	To:	270	Stadium I		1 70	٦ ٠/٥	O	770	į	0000	į	2001
				From:		Stadium I									
6040) James St	0.22	4000	F	95%	2%	2%	1%	1%	0%	С	390	F	4100	F	2001
James St				To:		Carroll Av			7	_					
				From:		Langhorne	Rd								
Cranehill Dr	1.04	2300	F	98%	1%	1%	0%	0%	0%	С	360	F	2400	F	2001
118				To:		Link Rd									
				From:	US	S 501 NW Exp	pressway								
Old Forest Rd	0.94	20000	F	98%	1%	1%	0%	0%	0%	F	2100	F	21000	F	2001
118/				To:		Forrest Broo	k Rd		<b></b>						
6044) Old Forest Rd	0.45	20000	F	98%	1%	1%	1%	0%	0%	С	2000	F	21000	F	2001
Old Forest Rd				To											
6044) Old Forest Rd	0.21	15000	F	From: 98%	1%	Link Rd	1%	0%	0%	F	1600	F	16000	F	2001
Old Forest Rd	0.21	.5000	•		1 /0			J /0	7/0	•	1000		10000	•	2001
Old Farrat Dd	4.04	40000		From:	40/	Linkhorne		00/			4400		44000		2004
Old Forest Rd	1.61	10000	F	98% To:	1%	1%	1%	0%	0% ¬	F	1100	F	11000	F	2001
				From:		Lakeside l									
Greenwood Dr	0.38	3800	F	97%	1%	Oakdale I	0%	0%	<b>⅃</b> 0%	С	460	F	4000	F	2001
Greenwood Dr	0.30	3000	-	91 /0	1 /0	1 /0	0 /6	0 76	0 /6	C	400		4000		2001
<u> </u>				From:		Perrymont A			J						
Thomas Dr	0.71	4800	F	97%	1%	1%	0%	0%	0%	F	650	F	5100	F	2001
<u> </u>				From:		Langhorne	Ln								
Richmond Rd	0.35	4800	F	97%	1%	1%	1%	0%	0%	С	520	F	5000	F	2001
				To:		Oakley A	ve								
				From:		Greenwood									
Sandusky Dr	0.77	3400	F	98%	1%	1%	0%	0%	0%	С	410	F	3600	F	2001
<u> </u>				From:		Pawnee I	Or								
6046 Sandusky Dr	0.49	4900	F	97%	1%	1%	0%	0%	0%	С	530	F	5100	F	2001
				To:		Fort Ave	•								
_				From:	Ì	US 29 Bus Fo	rt Ave								
Perrymont Ave	0.84	3800	F	97%	1%	2%	0%	0%	0%	С	480	F	3900	F	2001
119				To:		Greenwood	l Dr								
$\sim$				From:		ynchburg Exp									
Odd Fellows Rd	0.60	8700	F	83%	2%	6%	2%	7%	0%	F	840	F	9000	F	2001
				To: From:		Mayflower	Dr								
Odd Fellows Rd	0.67	850	F	83%	2%	6%	2%	7%	0%	С	100	F	880	F	2001
1109				To:		Dead En	d								
_				From:		12Th St	t								
6052 Campbell Ave	0.33	7800	F	96%	1%	3%	1%	1%	0%	С	740	F	8100	F	2001
•••				To: From:		17Th St	:		<del></del>						
6052 Campbell Ave	0.41	7900	F	96%	1%	3%	1%	1%	0%	F	790	F	8200	F	2001
118/				To:		Kemper S	St								
				From:	CBus 4	60 Fenwick &	Sheffield	l Dr							
Fenwick Dr	0.96	4500	F	94%	1%	3%	1%	1%	0%	F	470	F	4700	F	2001
118/				To:	_	CBus 29 War	ds Rd								
·				From:		WCL Lynch	burg		J						
Greenview Dr	1.29	11000	F	94%	1%	3%	1%	1%	0%	С	1100	F	12000	F	2001
118/				To		Leesville l	Rd								
				From:		SCL Lynchl	burg			-					-
Leesville Rd	1.14	7400	F	98%	1%	1%	0%	0%	0%	F	810	F	7700	F	2001
118				To:		North St									
				_		_									

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg				E					1						
6066 Leesville Rd	1.15	8600	F	98%	1%	North S 1%	0%	0%	0%	С	880	F	8900	F	2001
				Tor		Timberlake									
O Hammand Ot	0.00	200		From:	40/	Wards Ferr		20/		_	40	_	200	_	2004
Harvard St	0.08	260	F	94% To:	1%	3% College Par	1%	2%	0%	F	40	F	280	F	2001
				From:											
Old Graves Mill Rd	1.70	11000	F	94%	1%	Timberlake	1%	1%	 0%	С	1000	F	11000	F	2001
Old Graves Mill Rd	1.70	11000	•	To:	170	Graves Mil		170	٦ ٠٠٠	Ü	1000	•	11000	•	200
				From:		Graves Mil									
Mcconville Rd	1.80	3700	F	97%	1%	1%	0%	0%	0%	С	450	F	3900	F	2001
118				To:		Wyndale	Dr								
Mondala Da	0.04	0000	_	From:	40/	McConville		00/		_	000	_	0700	_	000
Wyndale Dr	0.24	3600	F	97% To:	1%	1%	1%	0%	¬ 0%	С	380	F	3700	F	200
						Lakeside									
Evergroop Pd	0.22	2600	F	98%	1%	Link Ro	0%	0%	 0%	С	290	F	2700	F	2004
Evergreen Rd	0.33	2000	Г	90% To:	1%	Indian Hill		0%	¬ 0%	C	290	Г	2700	Г	200
				From:		Evergreen									
074 Indian Hill Rd	0.98	2300	F	98%	1%	1%	0%	0%	0%	F	270	F	2400	F	2001
118/				To:		Burnt Bridg									
O Down t Doi down Dal	0.07	4000	_	From:	40/	Indian Hill		00/		_	0.40	_	4000	_	000
Burnt Bridge Rd	0.97	1800	F	98% To:	1%	1%	0%	0%	0%	С	240	F	1900	F	200
						Boonsboro			1						
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.24	2200		From:	40/	Richmond		00/		0	270	_	2400	_	200
Langhorne Lane	0.34	3300	F	97% To:	1%	2% Eldon S	0%	0%	0%	С	370	F	3400	F	200
				From:		Langhorne			+						
Eldon St	0.07	3400	F	97%	1%	2%	0%	0%	0%	F	380	F	3600	F	200
118/				To:		Memorial .	Ave								
				From:		Old Forest	t Rd								
6076 Linkhorne Rd	0.59	5400	F	97%	1%	2%	0%	0%	0%	F	590	F	5700	F	200
116/				To:		Cranehill	Dr								
				From:		7Th St									
Jefferson St	0.41	1700	F	97%	1%	2%	0%	0%	0%	F	220	F	1800	F	2001
				To:		Concord T	npk								
$\circ$				From:		Main S									
Washington St	0.11	1200	F	91%	1%	3%	3%	2%	0%	F	140	F	1200	F	2001
-				To: From:		Jefferson	St								
Concord Tnpk	1.66	3400	F	91%	1%	3%	3%	2%	0%	F	400	F	3500	F	200
118/				To: From:		Rockwell	Rd		<b>—</b>						
Concord Tnpk	1.07	3400	F	91%	1%	3%	3%	2%	0%	С	400	F	3500	F	2001
118				To:		US 460	)								
				From:		12Th S	t								
6080 118 Court St	0.50	1600	F	91%	1%	3%	3%	2%	0%	F	180	F	1600	F	2001
118/				To		5Th St									
				From:		Lakeside	Dr								
Forest Brook Rd	0.92	3300	F	96%	1%	1%	1%	1%	0%	С	390	F	3500	F	2001
				To:		Old Forest	t Rd								
				From:		Old Forest									
6082 Hill St	0.58	4000	F	97%	1%	2%	0%	0%	0%	F	440	F	4200	F	2001
<u> </u>				To:		Langhorne	e Rd		<u> </u>						
$\overline{}$				From:		Fort Av									
Edgewood Ave	0.73	2200	F	97%	1%	2%	0%	0%	0%	С	230	F	2300	F	2001
				To:		Wards R	Rd								
own of Altavista				-		TO 15 :			1						
7Th St	0.42	5100		97%	0%	Bedford A	Ave 0%	0%	00/	C	520	_	5100	_	2001
1 / Th St	0.43	5100	F	97% To:	U%	Franklin A		U70	<b>0</b> %	С	520	F	5100	F	200
				1		r Tankiin A	11C								

					ampoeii			uck			Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Town of Altavista				From:		F1-1:	<b>.</b>		1						
1 7Th St	0.44	2600	F	97%	0%	Franklin A	0%	0%	0%	F	290	F	2600	F	2001
1 7Th St	0.50	1800	F	From: 97%	0%	Lola Av 1%	0%	0%	0%	F	190	F	1800	F	2001
				Tor		US 29 B			<u> </u>						
2 11th St	0.10	490	F	99%	1%	Bedford A	0%	0%	0%	С	60	F	490	F	2001
				Tor		Broad S			<del>                                     </del>						
3 12th St	80.0	30	F	93%	4%	Dead Er	1d 4%	0%	<b>」</b> 0%	С	10	F	30	F	2001
(3) 12th St				То:		Franklin A			1						
				From:		Lola Ave	Ext		_						
4 Avondale Dr	0.17	2500	F	96%	2%	2%	0%	0%	0%	F	280	F	2500	F	2001
<u> </u>		===		From:	00/	Frazier I		22/	]		440		770		
Avondale Dr	0.60	770	F	96% To:	2%	2% Ogden F	0%	0%	0% 7	С	110	F	770	F	2001
				From:		10Th S			1						
5 Broad St	0.13	180	F	97%	2%	1%	1%	0%	0%	С	20	F	180	F	2001
162				To		Lynch F	Rd								
<u> </u>				From:		Main S			]					_	
6 Franklin Ave	0.07	2000	F	99%	0%	1%	0%	0%	0%	F	200	F	2000	F	2001
Franklin A	0.40	4400		From:	40/	7Th St		00/			4.40		4.400		2004
6 Franklin Ave	0.46	1400	F	98% To:	1%	1% 12Th S	0%	0%	0% 7	С	140	F	1400	F	2001
				From:		Avondale			i						
7 162 Frazier Rd	0.09	1800	F	96%	1%	1%	0%	1%	0%	F	210	F	1800	F	2001
162)				To: From:		Lola Av	ve		<u> </u>						
7 Frazier Rd	0.62	2600	F	96%	1%	1%	0%	1%	0%	С	270	F	2600	F	2001
102				To		Lynch Mil	l Rd								
R Lola Ave	0.07	3200	F	98%	1%	Main S	0%	0%	 0%	F	310	F	3100	F	2001
8 Lola Ave	0.07	3200	Г	30 /0	1 /0			0 /6	7	r	310		3100	-	2001
8 Lola Ave	0.36	3200	F	From: 98%	1%	7Th St	0%	0%	0%	F	330	F	3200	F	2001
(8) Lola Ave	0.00				.,,	11Th S			٦	•		•	0200	•	
8 Lola Ave	0.13	3500	F	From: 98%	1%	1%	0%	0%	0%	С	360	F	3500	F	2001
182				To:		Lola Ave									
$\widehat{}$				From:		11Th S									
g Lynch Rd	0.13	280	F	98% To:	1%	0%	0%	0%	0%	С	30	F	280	F	2001
				From:		Broad S			1						
0 Ogden Rd	0.38	1100	F	89%	2%	Avondale 3%	0%	6%	<b>-</b> 0%	С	150	F	1100	F	2001
Ogden Rd				Tor		Lynch Mil			<u> </u>						
_				From:		SCL Altav	vista								
Pittsylvania Ave	0.42	8400	F	95%	0%	2%	0%	2%	0%	С	730	F	8400	F	2001
<u> </u>				To:		Main S									
1466) Lynch Mill Rd	0.40	4900	F	94%	1%	NCL Alta	vista 0%	2%	 0%	С	500	F	4900	F	2001
Lynch Mill Rd	0.40	-1300	•	J→ /0	1 /0			∠ /0	7	C	300	1.	7300	'	2001
1466) Lynch Mill Rd	0.49	3600	F	94%	1%	Frazier I 2%	Rd 0%	2%	0%	F	390	F	3600	F	2001
Lynch Mill Rd	0.10	3000	•	To:	1 /0	Clairon l			]	•		•	3000	•	
Lunch APR D.	0.00	4000	_	From:	401	Clarion l		001		_	000	_	4000	_	0001
Lynch Mill Rd	0.30	4000	F	94% To:	1%	2% Main S	0%	2%	0% 7	F	360	F	4000	F	2001
				From		Lynch Mil			T						
(1468) ClarionRd	0.77	1400	F	90%	1%	2%	1%	7%	0%	С	130	F	1400	F	2001
162				To:		NCL Alta									
· ·	· · · · · · · · · · · · · · · · · · ·		_												

_					_		Tru	ıck			Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
City of Lynchburg				From:		Wise S	C+		1						
4th St	9.82	50	F	<u> </u>		W ISC L	31				8	F	60	F	2001
				To		Monroe	St								
2 " 0'	2.22		_	From:		York S	St				00	_	200	_	0004
Caroline St	9.82	590	F	To:		Chamber	re St		1		60	F	620	F	2001
				From:		Caroline									
Chambers St	9.82	1000	F						_		100	F	1100	F	2001
				To: From:		2Nd S Morningsi									
Clayton Ave	9.82	640	F			Worningsi	de Di				120	F	670	F	200
				To:		Spottswoo	od Pl								
Danidae Da	0.00	4000	_	From:		Berkley	P1				470	_	4000	_	200
Danridge Dr	9.82	1600	F	To:		Craigmor	nt Dr		1		170	F	1600	F	200
				From:		Maryland									
Fairview Ave	9.82	470	F								50	F	490	F	200
				To: From:		Mackel									
Fleetwood Dr	9.82	1100	F			Ridgeway	у Dr				120	F	1100	F	200
				To:		Hillwood	d Dr		<u></u>						
	-	466		From:		Campbell	Ave				4.5	_	400	_	
Georgia Ave	9.82	400	F	To:		N 4-	A		_		40	F	420	F	200
				From:		Nevada A									
Gorman Dr	9.82	430	F								49	F	450	F	200
				To: From:		Northwoo									
Hawthorne Rd	9.82	160	F	Finan		Montgome	ery Rd				30	F	170	F	200
iawinome ita	5.02	100	•	To:		Woodcre	st Dr		1		30	'	170	'	200
				From:		Rhonda									
Hayes Dr	9.82	140	F						_		20	F	140	F	200
				From:	(	Crawford Old Trents F									
John Scott Dr	0.00	420	F	97%	2%	1%	0%	0%	0%	С	60	F	440	F	200
				To:		Dead E									
ovburn Avo	9.82	290	F	From:		Mosby A	Ave				30	F	300	F	200
Leyburn Ave	9.02	290	Г	To:		Sackett	St		1		30	Г	300	Г	200
				From:		Bell Taver									
Locksview Dr	9.82	900	F	_					_		110	F	940	F	200
				To: From:		Norvell Ho Craig S									
Maryland Ave	9.82	310	F	<u> </u>		Claig i	<u> </u>				30	F	320	F	200
				To:		Fairview									
Makingay Aya	0.00	440	_	From:		ClarkE	St				40	_	460	_	200
McKinney Ave	9.82	440	F	To:		Dodd S	St		1		40	F	460	F	200
				From:		Burnt Brid									
Mimosa Dr	9.82	670	F						_		80	F	700	F	200
				To: From:		Woodcre: McGuffe			+						
Morningside Dr	9.82	520	F	<u> </u>		wicouite	у БП		_		110	F	550	F	200
				То:		Wood I									
Marilla Ot			_	From:		Westviev	w Dr					_	746	_	225
Myrtle St	9.82	680	F	To:		Toledo A	Δνε		7		80	F	710	F	200
				From:		Oakridge									
New Hampshire Ave	9.82	430	F						_		60	F	440	F	200
				To: From:		Tremon									
Oxford St	9.82	440	F			McKinney	y Ave		_		60	F	460	F	200
	0.02		_ •	To:		Radcliffe	Ave		1						
				From:		Hillcrest					_	_			
Page St	9.82	3200	F	To		2377.5	٠.		_		310	F	3300	F	200
4/26/2002				To:		2Nd S	ot		1						

Route	Length	AADT	QA	4Tire	Bus	Tru	ck		QC	Design	OK	AAWDT	QW	Year
Noute	Lengur	ועאא	ų,	41116	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i Cai
City of Lynchburg														
				From:	Tremont	St								
Rhode Island Ave	9.82	140	F					_		20	F	150	F	2001
				To	Fort Av									
				From:	Rhonda	Dr								
Sanhill Dr	9.82	420	F					_		60	F	440	F	2001
				To:	Apache l	Ln								
				From:	Campbell	Ave								
Texas Ave	9.82	330	F							40	F	340	F	2001
				To:	Nevada A	Ave								
				From:	Wingfield	Ave								
Warren Ave	9.82	210	F							20	F	220	F	2001
				To:	Perry Av	ve								
Town of Altavista														
				From:	Sourwood	l Ln								
Lakewood Dr	6.25	270	F					_		30	F	280	F	2001
				To:	Dogwood	l Ln								
				From:	Laurel I	_n								
Tabby Ln	6.25	190	F							20	F	200	F	2001
•				To:	Woodhave	n Ln		7						
				From:	Forest S									
West Rd	6.25	160	F	В.						20	F	170	F	2001
				To:	Lynch R	Rd								